



The Calcutta Gazette

WEDNESDAY, MARCH 2, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
Deputy Secretary
to the Government of Bengal.

CALCUTTA, the 19th February 1921.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 59 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1921), are republished:—

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1920 (*This Office No. 43 of 1920*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

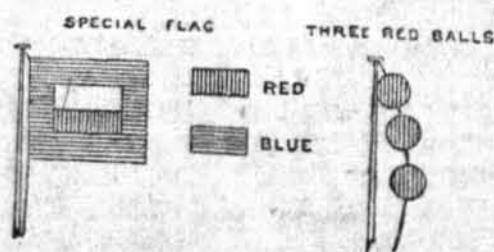
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

By night the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yardarm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups:

A black ball at the foremast head, and a similar ball at the yardarm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all-round green lights will be used in a similar manner to and in place of the black ball.

Note.

This Notice is a revision of Notice No. 1 of 1920. (This office No. 43 of 1920.)

Authority.—The Lords Commissioners of the Admiralty. (H. 8326-20.)

JAPAN.

Bayonnaise Island—Obstruction eastward of.

No. 60 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1921), are republished:—

Position.—At a distance of about 32 miles eastward from Bayonnaise island.

Lat. $31^{\circ} 53' 00''$ N., long. $140^{\circ} 31' 30''$ E.

Details.—Not stated.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note "*E.D. (1920).*"

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.
 " 781, Pacific ocean—north-west sheet.
 " 2459, North-west Pacific ocean, &c.
 " 2683, Pacific ocean.
 " 2483, Atlantic and Indian oceans, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Japanese Government Chart. (*H. 5341-20.*)

AIRCRAFT.

Information with regard to distress signals by day and night.

No. 61 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1921), are republished:—

Former Notice.—No. 885 of 1920.

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her either together or separately:—

- I. The International Signal "S.O.S." by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N. C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights fired at short intervals.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This notice is a republication of the former Notice quoted above.

Authority.—Air Ministry. (*H. 8332-20.*)

JAPAN—KIUSIU, WEST COAST.

Goto Islands—Amendments to charts with regard to shoals.

No. 62 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 14 of 1921), are republished:—

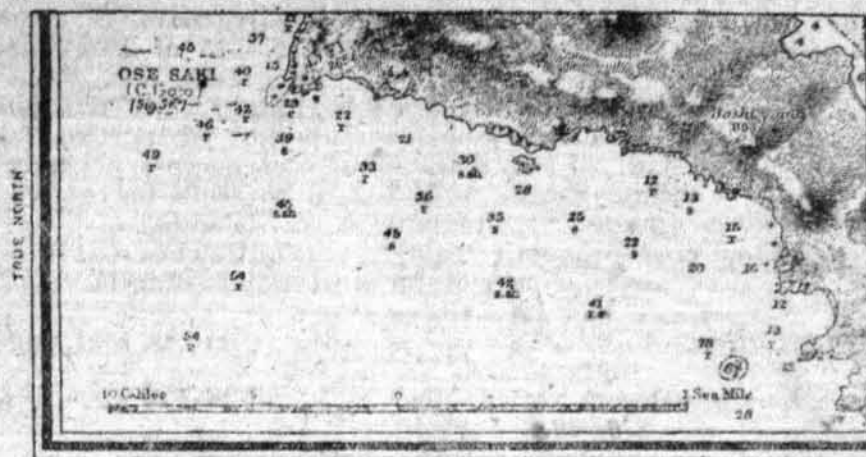
Position.—Tsubashi hana, lat. $32^{\circ} 34'$ N., long. $128^{\circ} 46'$ E. (*approx.*)

Details.—Amendments to the charts with regard to shoals off the southern coasts of Fukai and Wakamatsu, embodying the latest information, are shown on the accompanying reproduction of portions of chart No. 359.

Charts affected.—No. 359, Nagasaki to Karatsu, &c., with plan.
 " 358, Western coasts of Kiusiu and Honshu.
 " 104, Korean archipelago—southern portion.

Publication.—Japan Pilot, 1914, pages 481, 485, 495.

Authority.—Japanese Government Chart. (H. 8220-20.)



Reproduction of Portions of Chart No. 359.



JAVA, NORTH COAST.

Surabaya Strait—Light-buoy withdrawn.

No. 63 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 39 of 1921), are republished:—

Position.—In West gat, at a distance of about 9 cables north-westward from Cape Piring lighthouse.

Lat. $7^{\circ} 01' S.$, long. $112^{\circ} 40' E.$

Details.—The light-buoy painted black, with occulting white light, has been withdrawn, and the passage is now safe for traffic.

Note.—The note "Passage prohibited E. of this buoy" is to be expunged from the chart.

Chart affected.—No. 934, Surabaya strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 135; Supplement No. 4, 1919.

Authority.—Hague Notice No. 2630 of 1920. (H. 9068-20.)

EASTERN ARCHIPELAGO—CELÉBES SEA.

*Talautse (Sangi) and Karkaralong (Kawio) Islands—
Amendment to charts with regard to reefs.*

No. 64 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 45 of 1921), are republished:—

Position.—Buang island, lat. $3^{\circ} 53' N.$, long. $125^{\circ} 46' E.$ (approx).

Details.—The accompanying reproduction of portions of charts Nos. 2575 and 943 show the necessary corrections to those charts with regard to reefs in the vicinity of Buang and Mamanuk (Anda) islands.

Charts affected.—No. 2575, Eastern part of Celebes sea.

„ 943, Molucca passage to Manila.

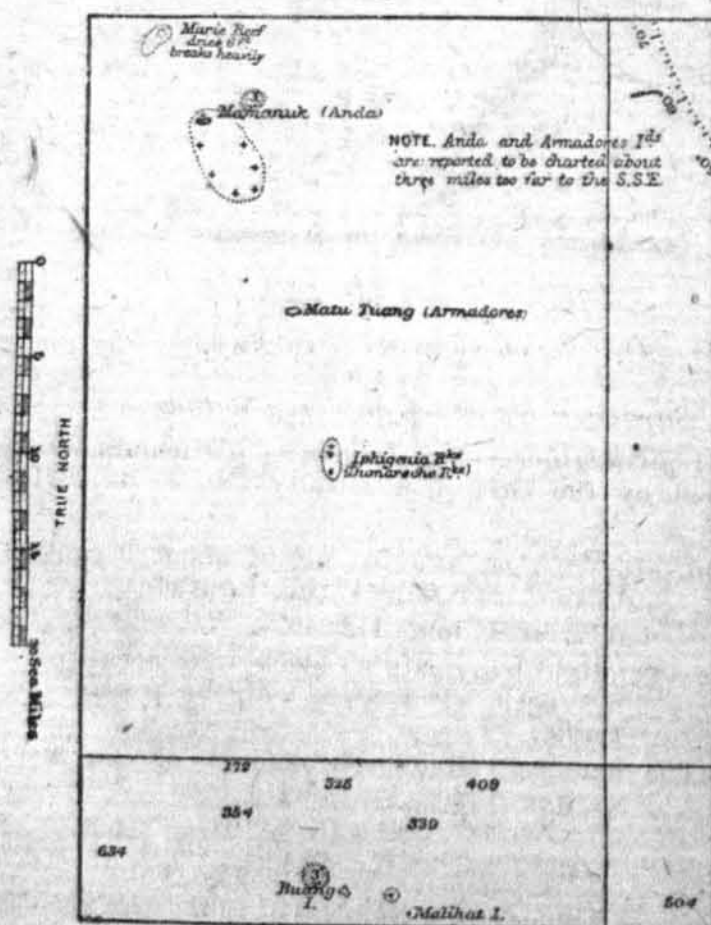
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 26, 31; Supplement No. 5, 1920.

Authority.—Hague Notices Nos. 2355 and 2367 of 1920. (H. 8257 & 8262-20.)



Reproduction of Portion of Chart No. 943.



Reproduction of Portion of Chart No. 2575.

CHINA, EAST COAST.

Kyau Chau Bay entrance—Existence of wreck; Alteration in position of light-buoy; Caution regarding buoyage.

No. 65 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1921), are republished :—

(1) Wreck :

Position—At a distance of 1.26 miles, 295° , from Yu-nui-san lighthouse.

Lat. $36^{\circ} 03' N.$, long. $120^{\circ} 15' E.$ (*approx.*).

Description.—Sunken wreck of a vessel.

(2) Alteration in position of light-buoy :

Former Notice.—No. 1293 of 1920. (*This office No. 277 of 1920.*)

New position.—At a distance of about half a cable south-eastward from former position and 2 cables, 314° , from Horse Shoe light-beacon.

Lat. $36^{\circ} 05' N.$, long. $120^{\circ} 17' E.$ (*approx.*).

Description.—No. 6 red conical light-buoy with flashing white light.

(3) Caution regarding buoyage :

Caution.—The following cautionary note is to be placed on chart No. 857 under the note regarding beacons for compass adjustment :—

“CAUTION.”

“*Buoys in Tsing tau harbour must not be depended on. With the exception of No. 6 all buoys in Kyau Chau bay and at the entrance are withdrawn when block ice forms.*”

Chart affected.—No. 857, Kyau chau bay,

Publication.—China Sea Pilot, Vol. V, 1912, pages 417, 418; Supplement No. 5, 1920.

Authority.—Tokyo Notice No. 215 of 1920. (*H. 8076-20.*)

RED SEA—EASTERN SHORE.

Loheiya—Buoys disappeared.

No. 66 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 52 of 1921), are republished :—

(a) *Position*.—At a distance of about 4 miles south-westward from Hill fort.

Lat. $15^{\circ} 39' N.$, long. $42^{\circ} 38' E.$ (*approx.*).

Description.—A red conical buoy with black triangular top-mark.

(b) *Position*.—On the eastern side of the channel, at a distance of about 6 cables eastward from (a).

Description.—A white conical buoy.

Remarks.—The above buoys have disappeared and are to be expunged from the charts.

Charts affected.—No. 84, Plan of Loheiya.

„ 143, Jebel Teir to Perim island.

Publication.—Red Sea, etc., Pilot, 1909, page 359.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 1 of 1920. (*H. 8991-20.*)

JAPAN—HOKUSHŪ.

Otaru Ko—Light established; Alteration in characteristics of light;
Light-buoy withdrawn.

No. 67 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 58 of 1921), are republished :—

(1) Light established :

Position.—At the southern extremity of the North breakwater.

Lat. $43^{\circ} 12' 11''$ N., long. $141^{\circ} 01' 18''$ E., on chart No. 993.

Abridged description.—Lt. Occ., Red, ev. 6 sec., 48 ft. vis. 9 m. (U).

Characteristics :

Character.—Occulting red every six seconds, thus :

Light,	eclipse.
3. sec.	3 sec.

Elevation.—48 feet ($14^m 6$).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—Red circular concrete tower, 41 feet ($12^m 5$) in height.

Remarks.—The light is unwatched.

Note.—The light-buoy with fixed white light, formerly marking the end of the North breakwater, has been withdrawn.

(2) Alteration in characteristics of light :

Position.—On the northern extremity of the South breakwater.

New abridged description.—Lt. Occ., Gn., ev. 6 sec., 48 ft. vis. 9 m. (U).

Details.—The fixed green light has been replaced by a light having the undermentioned characteristics :—

Character.—Occulting green every six seconds, thus :

Light,	eclipse.
3. sec.	3 sec.

Elevation.—48 feet ($14^m 6$).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—White circular concrete tower, 41 feet ($12^m 5$) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 993, Plan of Otaru ko.

„ 2981, Eurubira wan to Aikappu misaki.

„ 452, Hokushū island.

Publications.—List of Lights, Part VI, 1920, Nos. 2130 and 2131.

Japan Pilot, 1914, page 696; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications, Notice No. 1707 of 1920. (H. 9103-20.)

The 16th February 1921.

INDIA—WEST COAST.

Kasaragode—Derelict reported south-westward of.

No. 58 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1921), are republished :—

Date sighted, 23rd January 1921.

Position.—Lat. $14^{\circ} 10'$ N.

Long. $74^{\circ} 25'$ E.

Details.—The Master of S.S. "Indravati" reports having seen a derelict of a country craft, drifting between Honawar and Modeshwar.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 744, Cape Ramas to Alvagudda.
 „ 827, Vengurla to Cape Comorin.
 „ 826, Karachi to Vengurla.
 „ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 1st February 1921.

The 10th February 1921.

CELEBES, SOUTH COAST—BUTON STRAIT, SOUTH ENTRANCE.

Buton Approach—Rock to be inserted on charts.

No. 44 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2997 of 1920), are republished :—

Position (approximate).—At a distance of about one mile eastward from the northern end of North island (Kada Tua).

Lat. $5^{\circ} 30' 45''$ S., long. $122^{\circ} 32' 40''$ E.

Description.—A rock with a depth of less than 6 feet.

Remarks.—This rock is already shown on charts Nos. 3616 and 942a.

Charts affected.—No. 3470, Buton strait.

„ 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 471.

Authority.—Hydrographic Department. (H. 8291-20.)

CELEBES, SOUTH-EAST COAST—WANGI WANGI ISLAND.

Reitz Rock—To be removed from the charts.

No. 45 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2098 of 1920), are republished :—

Position.—At a distance of about 3 miles north-eastward from Wangi Wangi lighthouse.

Lat. $5^{\circ} 12'$ S., long. $123^{\circ} 34'$ E.

Details.—The rock shown in the above position is to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
 „ 942a, Eastern archipelago—sheet 3.
 „ 2759a, Australia—northern portion.
 „ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 477.

Authority.—Hydrographic Department. (H. 8263-20.)

WIRELESS INFORMATION FOR NAVIGATIONAL PURPOSES.

No. 46 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2099 of 1920), are republished:—

Notice is given that full details of all

Wireless Time Signals,
 Wireless Direction Finding Stations,
 Wireless Meteorological Bulletins and
 Wireless Storm Warnings

throughout the world, will be published in the Admiralty List of Lights, 1921 (All Parts), now in the press.

The periodical republication in a Notice to Mariners of the above information *in extenso*, which has been the practice when additions or alterations are necessary, will cease. Amendments and additions only will in future be notified by a separate Notice to Mariners, as requisite in the same manner as corrections for the List of Lights.

Note.—The notice to Mariners on W/T Navigational Warnings will still continue to be issued separately.

Authority.—Hydrographic Department. (H. 8880-20.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Correction to charts with reference to rock northward of.

No. 47 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2110 of 1920), are republished:—

Position.—Lat. $26^{\circ} 24\frac{1}{2}'$ N., long. $56^{\circ} 22\frac{1}{2}'$ E.

Correction.—The 3-fathom rock in the above position is marked “E. D.” on some copies of the charts. The note is to be altered to read “P. D.”

Charts affected.—No. 753, Entrance to the Persian gulf.
 „ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—Hydrographic Department. (H. 8523-20.)

CELEBES, SOUTH-EAST COAST—TIGER ISLANDS.

Tanah Karompa—Amended western limit of surrounding reef; Detached reef north-westward of.

No. 48 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2111 of 1920), are republished:—

(1) Amended limit of reef:

Position.—Tanah Karompa, western end, lat. $7^{\circ} 16'$ S., long. $121^{\circ} 42'$ E.

Details.—The western limit of the reef, on the south-eastern edge of which Tanah Karompa is situated, lies 6 miles further westward than charted.

The western edge lies in a northerly and southerly direction, approximately along the meridian of longitude $121^{\circ} 29' E$.

(2) Detached reef:

Position.—At a distance of about $1\frac{1}{2}$ miles northward from the north-western edge of the reef referred to in (1) above, and 2 miles south-eastward of Sungai Sangiang.

Lat. $7^{\circ} 09' 18'' S.$, long. $121^{\circ} 28' 54'' E$.

Description.—A drying reef, about half a mile in extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 321.

Authority.—Hague Notice No. 660 of 1920. (*H. 2251-20*.)

EASTERN ARCHIPELAGO—JAVA SEA.

Great Solombo Island (Masulembo Besar)—Non-existence of rock south-westward of.

No. 49 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1920), are republished.—

Position.—At a distance of about 3 miles westward from the south-western point of Great Solombo island.

Lat. $5^{\circ} 35\frac{1}{2}' S.$, long. $114^{\circ} 21' E$.

Details.—The rock with a depth of less than 6 feet, shown on the charts in the above position, does not exist and is to be expunged.

Charts affected.—No. 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 184.

Authority.—Hague Notice No. 203 of 1920. (*H. 1014-20*.)

CHINA, EAST COAST.

Yang Tse Kiang, South Channel—Wreck dispersed; Light-buoy withdrawn.

No. 50 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1920), are republished:—

Former Notice.—No. 474 of 1918. (*This office No. 42 of 1918*.)

Position.—At a distance of about 2 miles northward from Kiu toan (61 feet high) beacon.

Lat. $31^{\circ} 17\frac{1}{2}' N.$, long. $121^{\circ} 44' E$.

Details.—The wreck of the S.S. *Poochi*, sunk in the year 1917 in the above position, has been dispersed, and the light-buoy formerly marking it withdrawn.

Remarks.—A considerable portion of the wreck remains embedded in the mud.

Note.—The wreck is to be expunged from the charts and the note “*Foul ground*” substituted.

Charts affected.—No. 1602, Approaches to the Yang tse Kiang.

„ 1199, Kue shan islands to the Yang tse Kiang.

Authority.—Shanghai Notice No. 712 of 1920. (*H. 8619-20.*)

INDIA.

Alteration in Time of Wireless Weather Bulletins.

No. 51 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2116 of 1920), are republished :—

Former Notice.—No. 1879 of 1920.

The times of transmission of W-T weather bulletins, which are broadcasted twice daily from W-T stations on the Indian coast, have been altered as follows, in order to correspond with the periods of watch kept in the Indian ocean by vessels with only one operator :—

W-T Station.	Call Signal.	Time. (G.M.T.)*
Bombay	VWB	0100, 1300
Madras	VWM	
Rangoon	VTR	
Calcutta	VWC	0130, 1330
Karachi	VWK	
Port Blair	VTP	

*Civil mean time of the meridian of Greenwich

The transmitting station will signal the “All Station” call five times before sending the messages, in order to give vessels an opportunity of correctly adjusting their instruments.

Schedule I (col. 3) of the former Notice quoted above should be amended accordingly.

Note.—This information will appear in the Admiralty List of Lights, 1921 (All Parts).

Publications.—W.C. India Pilot, 1919, page 74 ; Supplement No. 1, 1920. Bay of Bengal Pilot, 1910, pages 76, 77 ; Supplement No. 5, 1920.

Authority.—Government of India. (*H. 8593-20.*)

INDIA—BAY OF BENGAL.

Calcutta—Alteration in time of wireless time-signals.

No. 52 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No 2117 of 1920), are republished :—

Former Notice.—No. 316 of 1920.

The times of transmission of the W/T time-signals from Calcutta W/T station (VWC) have been altered to correspond with the periods of watch kept in the Indian ocean by vessels carrying only one operator, and these time-signals now immediately precede the W/T weather bulletin at 0130 and 1330 G.M.T. (civil mean time of the meridian of Greenwich).

Full information will be published when received.

Publication.—Bay of Bengal Pilot, 1910, page 306 ; Supplement No. 5, 1920.

Authority.—Government of India. (*H. 8593/20.*)

INDIA, WEST COAST—GOA COAST.

Marmagao breakwater light—Intended alteration in character.

No. 53 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2118 of 1920), are republished :—

Former Notice.—No. 717 of 1920. (*This office No. 157 of 1920.*)

Date of alteration.—Shortly.

Position.—On northern extremity of breakwater eastward of Marmagao point.

Lat. $15^{\circ} 25' N.$, long. $73^{\circ} 47\frac{1}{2}' E.$

New abridged description.—Lt. Occ., *W.B.G.*, 51 ft., vis. 6 m.

Alteration.—The character of the light will be altered from fixed with white, red and green sectors to *occulting*, with white, red and green sectors, every two seconds.

Remarks.—The limits and colour of the sectors will remain unaltered.

Note.—No further Notice will be given.

Charts affected.—No. 492, Aguada to St. George islands.

„ 740, Achra river to Cape Ramas.

Publication.—List of Lights, Part VI, 1920, No. 430.

Authority.—Harbour Master, Marmagao. (*H. 1515/20.*)

JAPAN—INLAND SEA, KURUSHIMA KAIKYO.

Shiroy Iwa—Light established.

No. 54 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1920), are republished :—

Position.—On Shiroy iwa, the white rock 7 feet high, situated near the western shore of Kurushima kaikyo.

Lat. $34^{\circ} 06\frac{1}{2}' N.$, long. $132^{\circ} 55\frac{1}{2}' E.$

Abridged description.—(U) Lt. Occ., Red 32 ft., vis. 9 m.

Characteristics :

• *Character.*—Occulting red every four seconds, thus :

Light.	eclipse.
2 sec.	2 sec

Elevation.—32 feet.

Visibility.—9 miles.

Power.—80 candles.

Structure.—Red iron framework on concrete base.

Remarks.—The light is unwatched.

Charts affected.—No. 131, Kurushima no seto.

„ 83, Gogo shima to Miyo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1957a.

Japan Pilot, 1914, page 330.

Authority.—Tokyo, Department of Communications, Notice No. 1641 of 1920. (*H. 8700-20.*)

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 55 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1921), are republished :—

Former Notice—No. 155M. of 1920. (*This office No. 329 of 1920.*)

Position.—At a distance of about $9\frac{1}{2}$ miles 222° from Prong's Light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N.

Long. $72^{\circ} 41'$ E.

Details.—Telegraphic information, dated 15th January 1921, has been received from the Master of S.S. *Gurna* that a group of fishing stakes exists in the above position, which stretches lengthwise in the direction of 118° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes, which are dangerous to navigation as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 17th January 1921.

BAY OF BENGAL.

Caution—Danger to navigation.

No. 56 (third publication).—

Subject.—The Master of the S.S. *Gazana* reports having passed a stump of wood projecting 4 feet out of water apparently attached to a sunken weight.

Position.—Lat. $12^{\circ} 16'$ N., long. $90^{\circ} 25'$ E.

Remarks.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Engineer and Harbour Master, Port Blair, telegram dated the 6th February 1921.

BAY OF BENGAL.

Caution—Report of a submerged wreckage.

No. 57 (third publication).—

Subject.—The Master of the S.S. "Surada" reports having passed a submerged wreckage in the following position.

Position.—Lat. $11^{\circ} 02'$ N., long. $88^{\circ} 31'$ E.

Caution.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Shipping Officer, Port Blair, telegram dated 10th February 1921.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 9, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 28th February 1921.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Palau (Pelew) Islands—Amendments to chart No. 980 with regard to reefs;
Information respecting position.*

No. 68 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 81 of 1921), are republished:—

Position on chart.—Gorör road, lat. $7^{\circ} 15' N.$, long. $134^{\circ} 30' E$ (posn. approx.).

Details.—Amendments to chart No. 980 showing extension of the coral reef on the western side of the Palau (Pelew) group, are shown on the accompanying reproduction of a portion of that chart.

The following note with regard to the position of these islands is to be inserted on the chart:—

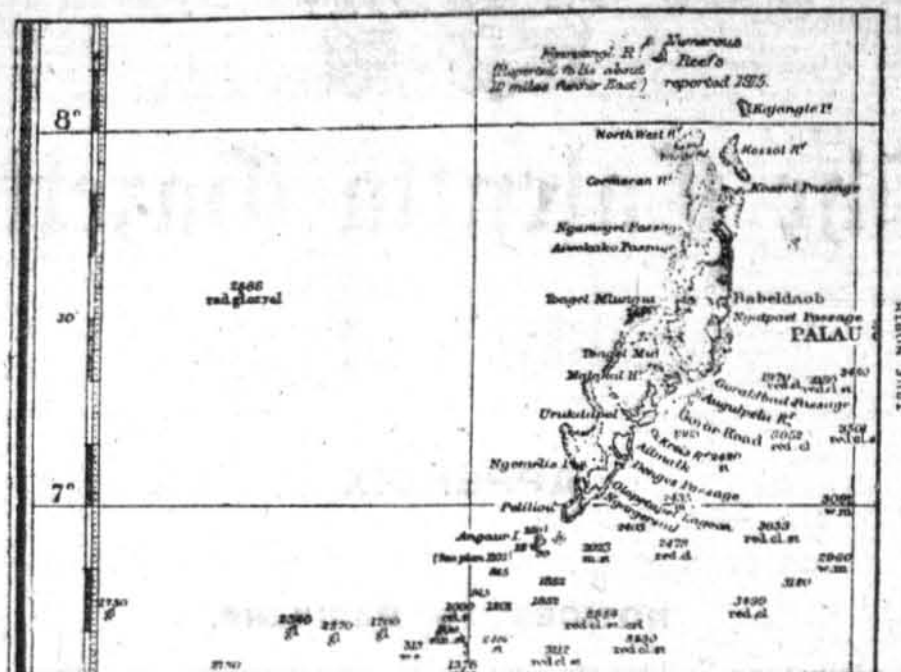
The latest determinations place the Palau islands two miles further west than shown on this chart.

Note.—The foregoing information is already shown on the plan of the Palau (Pelew) islands on the latest edition of chart No. 1103.

Chart affected.—No. 980. Caroline islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 418, 419.

Authority.—Hydrographic Department. (H. 8108-20.)



Reproduction of Portion of Chart N° 980.

INDIA, SOUTH COAST.

Cape Comorin—Reported shoal and discoloured water southward of, to be expunged from charts.

No. 69 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 86 of 1921), are republished:—

Former Notice.—Calcutta Notice No. 236 of 1920.

Position on charts.—(a) Shoal: At a distance of about 48 miles southward of Wadge bank.

Lat. $6^{\circ} 52' N.$, long. $77^{\circ} 12' E.$ (approx.).

(b) Discoloured water: At a distance of about 5 miles westward of (a).

Lat. $6^{\circ} 52' N.$, long. $77^{\circ} 07' E.$ (approx.).

Details.—A careful search of this neighbourhood has failed to reveal any trace of the existence of the shoal and discoloured water reported in the above positions in the year 1920. The foregoing therefore are to be expunged from the charts.

Charts affected.—No. 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

„ 748b, Indian ocean—northern portion.

Publication.—W. C. India Pilot, 1919, page 123; Supplement No. 1, 1920.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7976-20.)

BORNEO, EAST COAST.

Pamukan Bay—Light-buoy established.

No. 70 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 106 of 1921), are republished:—

Position.—At a distance of 4.70 miles, 127° from the south-western extremity of Merah point, on chart No. 2637.

Lat. $2^{\circ} 37' S.$, long. $116^{\circ} 32' E.$ (*approx.*).

Description.—A light-buoy painted black, exhibiting a *fixed white* light.

Charts affected.—No. 2637, South part of the Strait of Makassar.
„ 941b, Eastern archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 354.

Authority.—Hague Notice No. 2776 of 1920. (*H. 66-21.*)

BORNEO, EAST COAST—KURAN (BERAU) RIVER ENTRANCE.

Muara Pantai—Light-buoy established in place of buoy.

No. 71 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 107 of 1921), are republished:—

Position.—In the position hitherto occupied by Muara Pantai black conical fairway buoy with ball topmark, which has been withdrawn.

Lat. $1^{\circ} 57' N.$, long. $118^{\circ} 05' E.$ (*approx.*).

Description.—A light-buoy painted black, exhibiting an *occulting white* light every twenty seconds, thus:

Light,	eclipse.
10 sec.	10 sec.

Charts affected.—No. 2636, North part of the Strait of Makassar.
„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 431.

Authority.—Hague Notice No. 2778 of 1920. (*H. 67-21.*)

SUMATRA, WEST COAST.

Benkulen Road—Existence of shoals.

No. 72 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 108 of 1921), are republished:—

(a) *Position*.—At a distance of $8\frac{1}{2}$ cables, 265° , from the tower of Fort Marlborough at Benkulen.

Benkulen, lat. $3^{\circ} 47' S.$, long. $102^{\circ} 15' E.$ (*approx.*).

Depth.— $2\frac{1}{2}$ fathoms ($4^m 6$).

(b) *Position*.—Southward of Gusong Lampuyang, and at a distance of 4 miles 6 cables, 181° , from the tower referred to above.

Depth.— $4\frac{1}{2}$ fathoms ($8^m 2$).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, (b) with plan.

Publication.—China Sea Pilot, Vol. I, 1916, pages 395, 396.

Authority.—Netherlands Government Chart. (H. 9221-20).

NEW GUINEA (PAPUA), SOUTH COAST.

Port Moresby—Alterations in leading lights and beacons.

No. 73 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1921), are republished:—

Position.—354-foot hill on Bogirohodobi (Paga) point, lat. $9^{\circ} 29' S.$, long. $147^{\circ} 09' E.$ (*approx.*).

(I) Leading lights established:

(i) Basilisk passage leading lights:

(a) Front light:

Position.—Near Yupukuri mission station, at a distance of 2.56 miles, 115° , from Bogirohodobi 354-foot summit.

Abridged description.—Lt. F., vis. 12 m. (P.A.).

Characteristics:

Character.—Fixed white.

Elevation.—123 feet (37^m5).

Visibility.—12 miles.

Structure.—A beacon.

(b) Rear light:

Position.—At a distance of about 2.40 cables, 054° , from front light.

Abridged description.—Lt. F., Red, vis. 12 m. (P.A.).

Characteristics:

Character.—Fixed red.

Elevation.—219 feet (66^m7).

Visibility.—12 miles.

Structure.—A beacon.

Remarks.—These lights in line bearing 054° lead through Basilisk passage clear of Lark patch.

(ii) Port Moresby harbour leading lights:

(a) Front light:

Position.—On the shore eastward of Tatana island, at a distance of 2.68 miles, 347° , from Bogirohodobi 354-foot Δ , and 083° from Tatana 413-foot Δ .

Abridged description.—Lt. F., Red, 25 ft. (*posn. approx.*).

Characteristics:

Character.—Fixed red.

Elevation.—25 feet (7^m6).

Structure.—A beacon

(b) Rear light:

Position.—At a distance of 1·50 cables, 354° , from front light.

Abridged description.—Lt. F., 58 ft. (*posn. approx.*).

Characteristics:

Character.—Fixed white.

Elevation.—58 feet (17^m7).

Structure.—A beacon.

Remarks.—These lights are in line when bearing 354° .

(2) Leading beacons discontinued:

Position.—In Walter bay, at a distance of about $1\frac{1}{2}$ miles eastward from Bogirohodobi point.

Details.—The two white beacons, hitherto forming the leading line through Basilisk passage, have been discontinued and are to be expunged from the charts.

(3) Lights established.

Positions.—(a) On a beacon marking the southern edge of Logolu motu motu, situated at a distance of 3·80 cables, 320° , from Bogirohodobi Δ .

(b) On the beacon which marks the northern extremity of Logolu motu motu, at a distance of 4·80 cables, 332° , from Bogirohodobi Δ .

Description.—Each a fixed red light exhibited from a large pillar beacon.

Remarks.—The beacon shown about a quarter of a cable eastward from (a) is to be expunged from chart No. 2126.

(4) Amended position of beacon:

Position (approx.).—At the western extremity of Nateara reef, at a distance of about $2\frac{1}{2}$ cables south-westward from charted position, and 3·43 miles, 190° , from Bogirohodobi 354-foot summit.

Description.—A beacon with triangle.

(5) Beacon erected:

Position (approx.).—On the north-western extremity of Vahunabada reef, at a distance of 1·42 miles, 337° , from Bogirohodobi Δ .

Description.—A beacon.

(6) Beacons to be expunged from chart:

Positions.—At distances of about $8\frac{1}{2}$, $10\frac{1}{2}$ and 12 cables respectively northward from Bogirohodobi Δ .

Description.—Each a beacon.

Note.—The note regarding the unreliability of beacons is to be expunged from chart No. 2126.

Charts affected.—No. 2126, Port Moresby, with plan of approaches.

„ 2121, Freshwater bay to Round head. (1) and (2).

Publications.—List of Lights, Part VI, 1920, No. 2787a, b, c, d. Pacific Islands Pilot, Vol. I, 1908, pages 52, 54.

Authority.—H.M.S. Melbourne, Hyd. Note No. 3 of 1920; and Department of Treasury, Port Moresby. (H. 6812-19 & 9113-20.)

PHILIPPINE ISLANDS—LUZON.

San Bernardino Islets and vicinity—Correction to Chart No. 3368 with regard to shoals.

No. 74 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 121 of 1921), are republished:—

Former Notice.—No. 1167 of 1920. (*This office No. 263 of 1920.*)

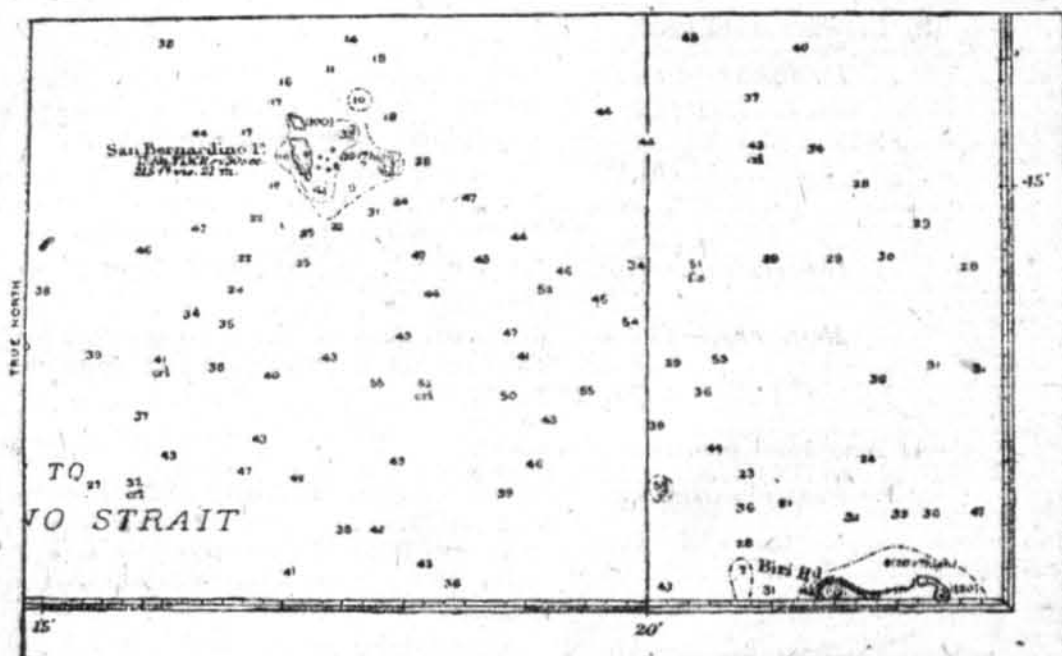
Position.—San Bernardino islet lighthouse, lat. $12^{\circ} 45' N.$, long. $124^{\circ} 17' E.$ (*approx.*).

Details.—The necessary correction to chart No. 3368 with regard to the shoals in the vicinity of San Bernardino islets notified in the former notice is shown on the accompanying reproduction of a portion of that chart.

This chart was not included in the list of charts affected in the former notice.

Chart affected.—No. 3368, Batan island to San Bernardino island, etc.

Authority.—Hydrographic Department. (*H. 9100-20.*)



Reproduction of Portion of Chart No. 3368.

JAPAN—HONSHŪ, SOUTH COAST, GULF OF TOKYO.

Fort No. 2 Light—Alteration in characteristics.

No. 75 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 122 of 1921), are republished:—

Position.—Lat. $35^{\circ} 19' N.$, long. $139^{\circ} 45' E.$ (*approx.*).

New abridged description.—(U) Lt. Occ., *ev. 6 sec.*, *56 ft.*, *vis. 13m.*

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every six seconds, thus:

Light,	eclipse
3 sec.	3 sec.

Elevation.—56 feet (17^m).

Visibility.—13 miles.

Power.—200 candles.

Structure.—White square framework on concrete tower, 29 feet (8^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1920, No. 2055.

Japan Pilot, 1914, page 199.

Authority.—Tokyo, Department of Communications, Notices Nos. 1654 and 1700 of 1920. (*H. 9043-20.*)

JAPAN—HONSHŪ, SOUTH COAST.

- *Yokosuka approaches*—*Lights established; Light-buoy withdrawn.*

No. 76 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 123 of 1921), are republished :—

1. Lights established :

(a) *Position.*—At a distance of 5½ cables, 085°, from the eastern extremity of Natsu shima, on the eastern end of the breakwater under construction.

Natsu shima, lat. 35° 19' N., long. 139° 39' E. (*approx.*).

Abridged description.—Lt. Occ., Red ev. 4 sec., vis. 8 m. (U).

Characteristics :

Character.—Occulting red every four seconds, thus :

Light,	eclipse.
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—Red square iron tower, 35 feet (10^m7) in height.

(b) *Position.*—At a distance of 6 cables, 073°, from the eastern extremity of Natsu shima, on the north-western end of the North-east breakwater.

Abridged description.—Lt. Occ., Gn., ev., 4 sec. vis. 7 m. (U).

Characteristics :

Character.—Occulting green every four seconds, thus :

Light,	eclipse,
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—7 miles.

Power.—Under 100 candles.

Structure.—Green square iron tower, 35 feet (10 7) in height.

(c) *Position.*—At a distance of 11·9 cables, 98°, from the eastern extremity of Natsu shima, on the south-eastern end of the North-east breakwater.

Abridged description.—Lt. Occ., *ev.* 6 sec., *vis.* 13 m. (U.)

Characteristics:

Character.—Occulting white every six seconds, thus:

Lght.	eclipse.
$\frac{3 \text{ sec.}}{3 \text{ sec.}}$	$\frac{3 \text{ sec.}}{3 \text{ sec.}}$

Elevation.—55 feet (16^m8).

Visibility.—13 miles.

Power.—1,300 candles.

Structure.—White square iron tower 50 feet (15^m2) in height.

Remarks.—The lights are unwatched.

2. Light-buoy withdrawn:

Position.—Formerly marking Kita Nakane, near the south-eastern end of the north-east breakwater.

Description.—A light-buoy with flashing white light.

Charts affected.—No. 3548, Yokohama to Uraga,

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki. 1 (c), 2.

„ 996, Kii suido to Tokyo. 1 (c), 2.

„ 3334, Tokyo to Sendai bay. 1 (c), 2.

Publications.—List of Lights, Part VI, 1920, No. 2055a, b, c.
Japan Pilot, 1914, page 201.

Authority.—Tokyo Notice No. 328 of 1920. (H. 111-21.)

JAPAN—HONSHŪ, NORTH-WEST COAST.

Saruyama Saki—Light established.

No. 77 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1921), are republished:—

Position.—Lat. 37° 19' 20" N., long. 136° 42' 55" E., on chart No. 2243.

Abridged description.—Lt. Gp. Fl. (4), *ev.* min., 696 ft. *vis.* 34 m.

Characteristics:

Character.—Group flashing white showing four flashes every minute thus:

Four flashes.	eclipse.
$\frac{23 \text{ sec.}}{23 \text{ sec.}}$	$\frac{37 \text{ sec.}}{37 \text{ sec.}}$

Elevation.—696 feet (212^m1).

Visibility.—34 miles, from 015° through east to 214°.

Power.—100,000 candles.

Structure.—White square concrete tower, 30 feet (9^m1) in height.

Charts affected.—No. 2243, Noto peninsula.

„ 3003, Ando zaki to Ōtose zaki.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2151a.

Japan Pilot, 1914, page 630.

Authority.—Tokyo, Department of Communications, Notice No. 1683 of 1920. (H. 9046-20.)

CHINA SEA—PALAWAN, EAST COAST.

Puerto Princesa (Port Royalist)—Amendments to chart.

No. 78 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1921), are republished:—

Position.—Sabgruko point, lat. $9^{\circ} 44' N.$, long. $118^{\circ} 43' E.$ (*approx.*).

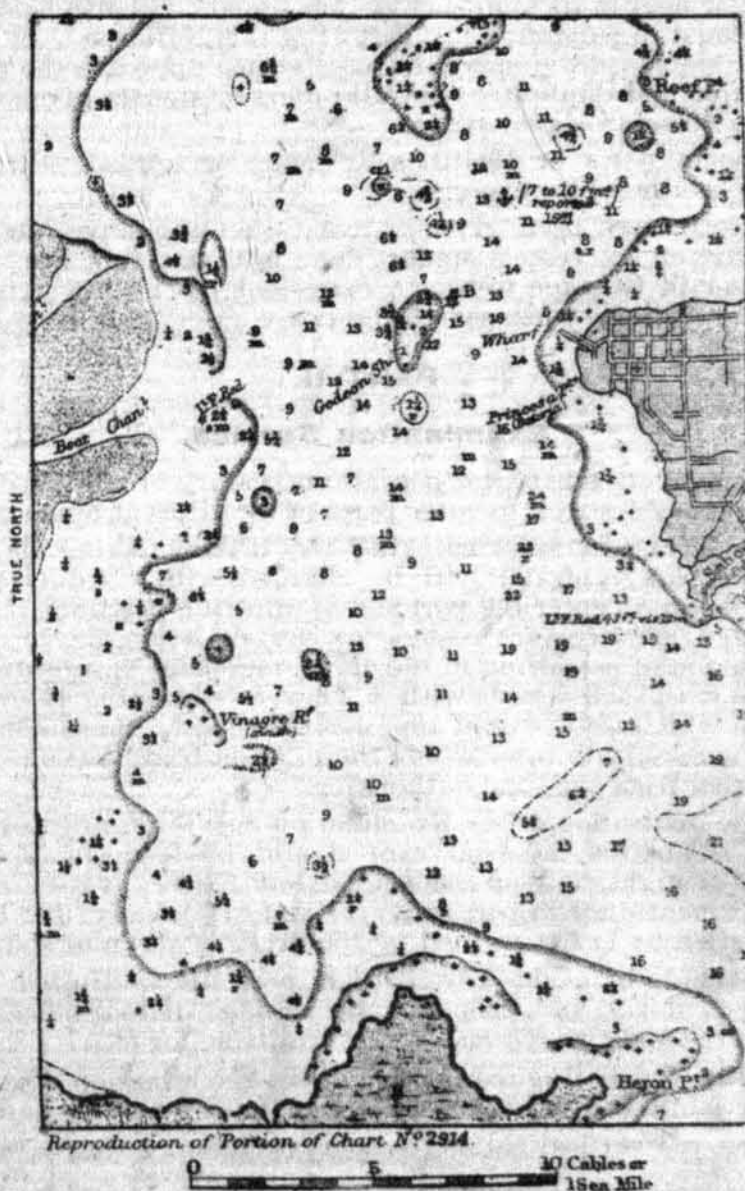
Details.—The accompanying reproduction of a portion of chart No. 2914 shows the necessary amendment to that chart with regard to rocks and shoals and the establishment of a light in Puerto Princesa. The extension of the wharf near Princesa point is also shown on the reproduction.

Chart affected.—No. 2914, Puerto Princesa.

Publications.—List of Lights, Part VI, 1920, No. 1131.

Eastern Archipelago Pilot, Part I, 1911, pages 100, 101, 102.

Authority.—U. S. A. Government Chart. (*H. 9085-20.*)



The 19th February 1921.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 59 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1921), are republished:—

PART I.**Closing of Ports.**

Former Notice.—No. 1 of 1920 (*This Office No. 43 of 1920*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination Vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.**Examination Service.**

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

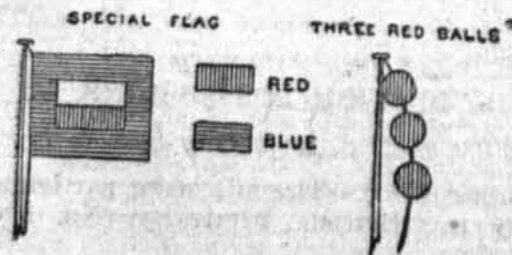
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

By night the steamer will carry :—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer :—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly :

A black ball at the foremast head, and a similar ball at each yardarm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups :

A black ball at the foremast head, and a similar ball at the yardarm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all-round green lights will be used in a similar manner to and in place of the black ball.

Note.

This Notice is a revision of Notice No. 1 of 1920. (This office No. 43 of 1920.)

Authority.—The Lords Commissioners of the Admiralty. (H. 8326-20.)

JAPAN.

Bayonnaise Island—Obstruction eastward of.

No. 60 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1921), are republished:—

Position.—At a distance of about 32 miles eastward from Bayonnaise island.

Lat. $31^{\circ} 53' 00''$ N., long. $140^{\circ} 31' 30''$ E.

Details.—Not stated.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note "*E.D. (1920).*"

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

„ 2683, Pacific ocean.

„ 2483, Atlantic and Indian oceans, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Japanese Government Chart. (H. 5341-20.)

AIRCRAFT.

Information with regard to distress signals by day and night.

No. 61 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1921), are republished:—

Former Notice.—No. 885 of 1920.

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her either together or separately:—

- I. The International Signal "S.O.S." by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N. C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights fired at short intervals.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This notice is a republication of the former Notice quoted above.

Authority.—Air Ministry. (H. 8332-20.)

JAPAN—KIUSIU, WEST COAST.

Goto Islands—Amendments to charts with regard to shoals.

No. 62 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 14 of 1921), are republished:—

Position.—Tsubashi hana, lat. $32^{\circ} 34' N.$, long. $128^{\circ} 46' E.$ (approx).

Details.—Amendments to the charts with regard to shoals off the southern coasts of Fukai and Wakamatsu, embodying the latest information, are shown on the accompanying reproduction of portions of chart No. 359.

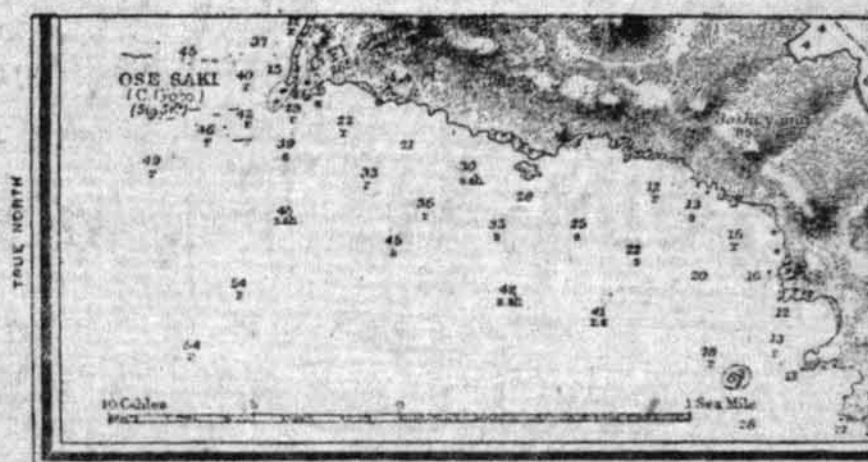
Charts affected.—No. 359, Nagasaki to Karatsu, &c., with plan.

„ 358, Western coasts of Kiusiu and Honshu.

„ 104, Korean archipelago—southern portion.

Publication.—Japan Pilot, 1914, pages 481, 485, 495.

Authority.—Japanese Government Chart. (H. 8220-20.)



Reproduction of Portions of Chart No. 359



JAVA, NORTH COAST.

Surabaya Strait—Light-buoy withdrawn.

No. 63 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 39 of 1921), are republished :—

Position.—In West gat, at a distance of about 9 cables north-westward from Cape Piring lighthouse.

Lat. $7^{\circ} 01' S.$, long. $112^{\circ} 40' E.$

Details.—The light-buoy painted black, with occulting white light, has been withdrawn, and the passage is now safe for traffic.

Note.—The note "Passage prohibited E. of this buoy" is to be expunged from the chart.

Chart affected.—No. 934, Surabaya strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 135; Supplement No. 4, 1919.

Authority.—Hague Notice No. 2630 of 1920. (H. 9068-20.)

EASTERN ARCHIPELAGO—CELÉBES SEA.

*Talautse (Sangi) and Karkaralong (Kawio) Islands—
Amendment to charts with regard to reefs.*

No. 64 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 45 of 1921), are republished :—

Position.—Buang island, lat. $3^{\circ} 53' N.$, long. $125^{\circ} 46' E.$ (approx).

Details.—The accompanying reproduction of portions of charts Nos. 2575 and 943 show the necessary corrections to those charts with regard to reefs in the vicinity of Buang and Mamanuk (Anda) islands.

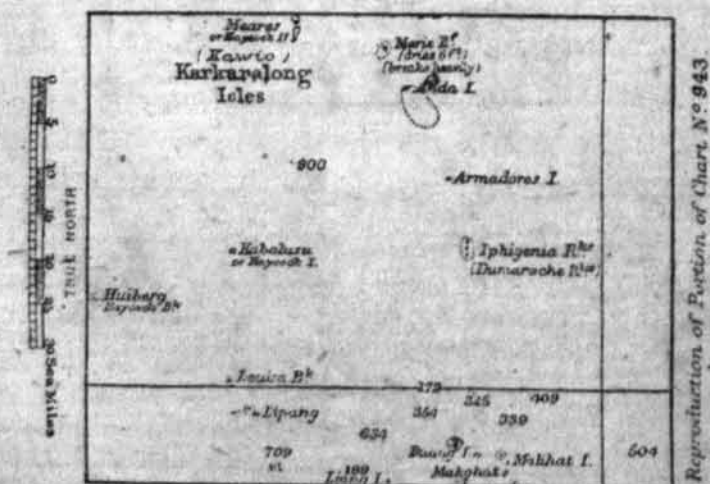
Charts affected.—No. 2575, Eastern part of Celebes sea.

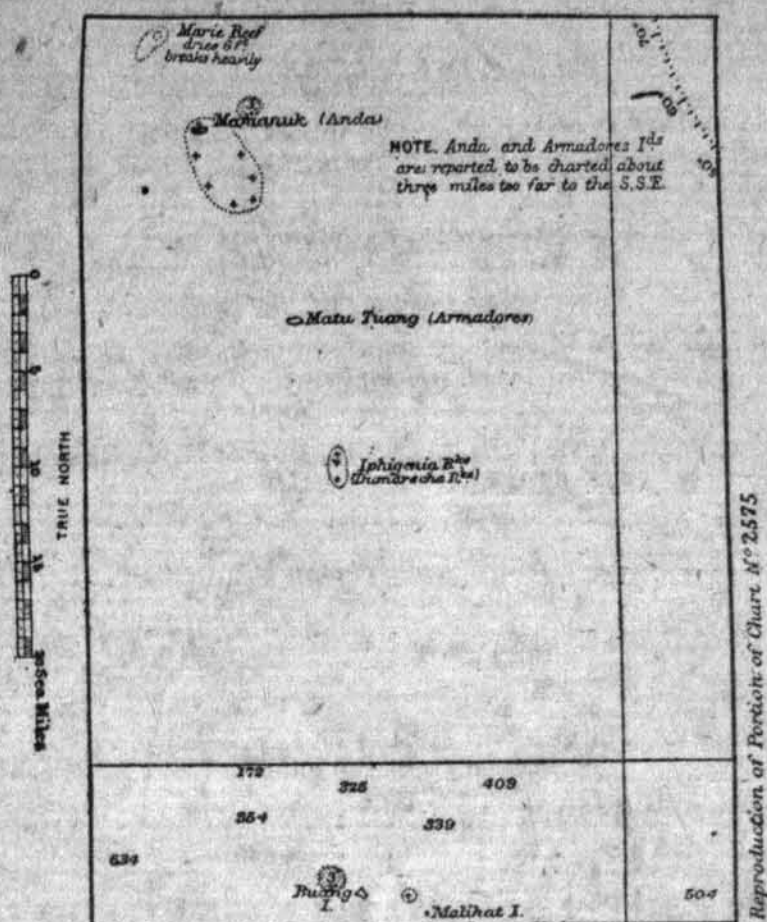
„ 943, Molucca passage to Manila.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 26, 31; Supplement No. 5, 1920.

Authority.—Hague Notices Nos. 2355 and 2367 of 1920. (H. 8257 & 8262-20.)





CHINA, EAST COAST.

Kyau Chau Bay entrance—Existence of wreck; Alteration in position of light-buoy; Caution regarding buoyage.

*No. 65 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1921), are republished:—

(1) Wreck:

Position.—At a distance of 1.26 miles, 295°, from Yu-nui-san lighthouse.

Lat. 36° 03' N., long. 120° 15' E. (*approx.*).

Description.—Sunken wreck of a vessel.

(2) Alteration in position of light-buoy:

Former Notice.—No. 1293 of 1920. (*This office No. 277 of 1920.*)

New position.—At a distance of about half a cable south-eastward from former position and 2 cables, 314°, from Horse Shoe light-beacon.

Lat. 36° 05' N., long. 120° 17' E. (*approx.*).

Description.—No. 6 red conical light-buoy with flashing white light.

(3) Caution regarding buoyage:

Caution.—The following cautionary note is to be placed on chart No. 857 under the note regarding beacons for compass adjustment:—

“CAUTION.”

“Buoys in Tsing tau harbour must not be depended on. With the exception of No. 6 all buoys in Kyau Chau bay and at the entrance are withdrawn when block ice forms.”

Chart affected.—No. 857, Kyau chau bay.
Publication.—China Sea Pilot, Vol. V, 1912, pages 417, 418 ;
 Supplement No. 5, 1920.
Authority.—Tokyo Notice No. 215 of 1920. (H. 8076-20.)

RED SEA—EASTERN SHORE.

Loheiya—Buoys disappeared.

No. 66 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 52 of 1921), are republished :—

(a) *Position.*—At a distance of about 4 miles south-westward from Hill fort.

Lat. $15^{\circ} 39' N.$, long. $42^{\circ} 38' E.$ (approx.).

Description.—A red conical buoy with black triangular top-mark.

(b) *Position.*—On the eastern side of the channel, at a distance of about 6 cables eastward from (a).

Description.—A white conical buoy.

Remarks.—The above buoys have disappeared and are to be expunged from the charts.

Charts affected.—No. 82, Plan of Loheiya.

„ 143, Jebel Teir to Perim island.

Publication.—Red Sea, etc., Pilot, 1909, page 359.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 1 of 1920. (H. 8991-20.)

JAPAN—HOKUSHŪ.

Otaru Ko—Light established ; Alteration in characteristics of light ;
 Light-buoy withdrawn.

No. 67 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 58 of 1921), are republished :—

(1) Light established :

Position.—At the southern extremity of the North breakwater.

Lat. $43^{\circ} 12' 11'' N.$, long. $141^{\circ} 01' 18'' E.$, on chart No. 993.

Abridged description.—Lt. Occ., Red, ev. 6 sec., 48 ft. vis. 9 m. (U).

Characteristics :

Character.—Occulting red every six seconds, thus :

Light,	eclipse.
3. sec.	3 sec.

Elevation.—48 feet (14^m 6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—Red circular concrete tower, 41 feet (12^m 5) in height.

Remarks.—The light is unwatched.

Note.—The light-buoy with fixed white light, formerly marking the end of the North breakwater, has been withdrawn.

(2) Alteration in characteristics of light :

Position.—On the northern extremity of the South breakwater.

New abridged description.—Lt. Occ., Gn., ev. 6 sec., 48 ft. vis. 9 m.
(U).

Details.—The fixed green light has been replaced by a light having the undermentioned characteristics :—

Character.—Occulting green every six seconds, thus :

Light,	eclipse.
3. sec.	3 sec.

Elevation.—48 feet (14^m6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—White circular concrete tower, 41 feet (12^m5) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 993, Plan of Otaru ko.

„ 2981, Eurubira wan to Aikappu misaki.

„ 452, Hokushū island.

Publications.—List of Lights, Part VI, 1920, Nos. 2130 and 2131.

Japan Pilot, 1914, page 696 ; Supplement No. 4
1920.

Authority.—Tokyo, Department of Communications, Notice
No. 1707 of 1920. (H. 9103-20.)

The 16th February 1921.

INDIA—WEST COAST.

Kasaragode—Derelict reported south-westward of.

No. 58 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1921), are republished :—

Date sighted, 23rd January 1921.

Position.—Lat. 14° 10' N.

Long. 74° 25' E.

Details.—The Master of S.S. “Indravati” reports having seen a derelict of a country craft, drifting between Honawar and Modeshwar.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 744, Cape Ramas to Alvagudda.

„ 827, Vengurla to Cape Comorin.

„ 826, Karachi to Vengurla.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 1st February 1921.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 16, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 8th March 1921.

SUMATRA, WEST COAST.

Pulo Pisang harbour and Kru Road—Amendments to chart.

No. 79 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 188 of 1921), are republished:—

Position.—Tanjong Salobu, lat. $5^{\circ} 11' S.$, long $103^{\circ} 56' E.$ (*approx.*).

Details.—The accompanying reproduction of the plan of Pulo Pisang harbour and Kru road on chart No. 866 shows the necessary corrections with regard to depths and the existence of a light on Kru pier.

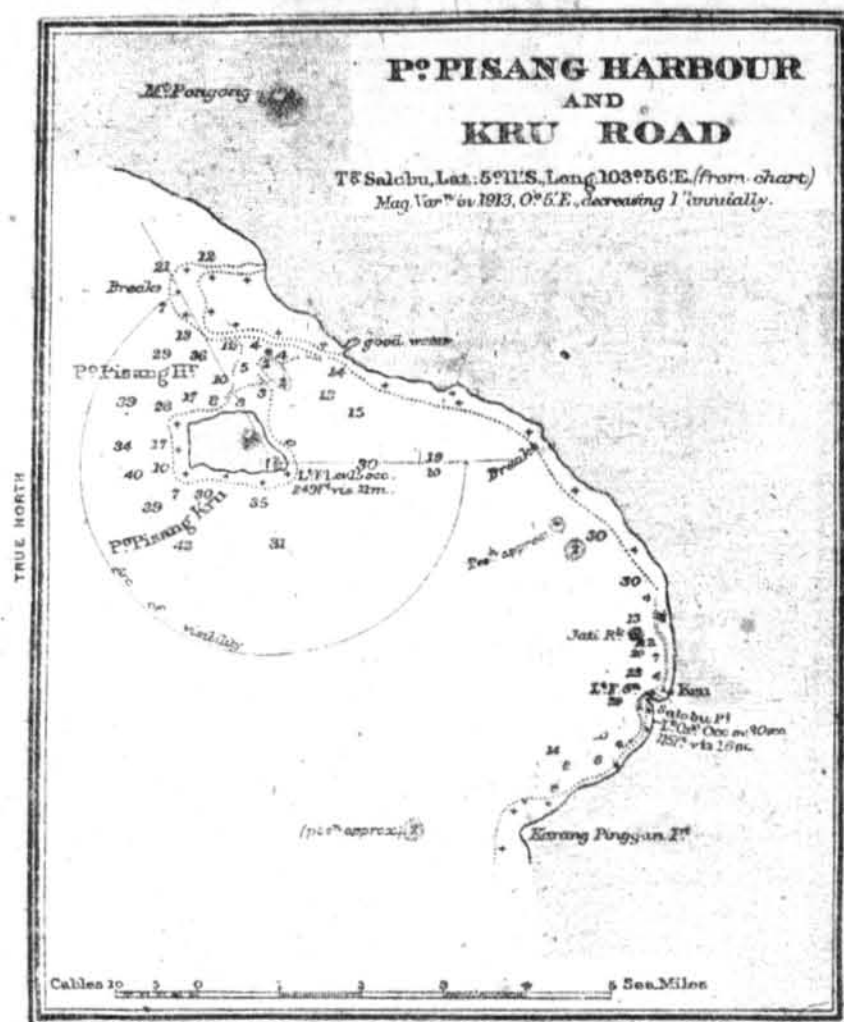
Charts affected.—No. 866, Plan of Pulo Pisang harbour and Kru road.

„ 2761, Chinguk bay to the Strait of Sunda.

Publications.—List of Lights, Part VI, 1920, No. 846.

China Sea Pilot, Vol. I, 1916, pages 400, 401.

Authority.—Netherlands Government Chart. (H. 9220-20.)



Reproduction of Portion of Chart No. 866.

JAPAN, HONSHŪ, NORTH COAST—NOTO PENINSULA.

Nanao Wan (South Harbour)—Light established; Alteration in light-buoy.

No. 80 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 206 of 1921), are republished:—

(1) Light:

Position.—On the north-western angle of De zaki railway wharf, at a distance of 4 cables, 69°, from Nanao town pier light.

Lat. 37° 03' N., long. 126° 58' E. (*approx.*).

Abridged description.—Lt. F.

Description.—A fired white light.

Remarks.—The wharf, which is about half a cable in width, is to be shown on the chart as extending as far as the light.

(2) Alteration in light-buoy:

Position.—Off the western side of Tori Guri shoal.

Lat. 37° 05' N., long. 137° 00' E. (*approx.*).

Alteration.—The light on this light-buoy has been altered from flashing red to *flashing white every five seconds*, thus:

Flash,	eclipse,
1 sec.	4 sec.

Chart affected.—No. 3614, Nanao wan.

Publications.—List of lights, Part VI, 1920, No. 2150 (Remarks).

Japan Pilot, 1914, pages 637, 638; Supplement No. 4, 1920.

Authority.—H.M.S. Colombo, Remark Book, 1920. (H. 406-21.)

AUSTRALIA—QUEENSLAND.

Fitzroy River—Lights to be expunged from chart; Caution.

No. 81 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 207 of 1921), are republished:—

Position.—Cardigan Point, lat. $23^{\circ} 33'$ S., long. $150^{\circ} 56'$ E. (*approx.*).

Details.—All lights at Port Alma and in the Fitzroy river westward of the meridian of longitude $150^{\circ} 54'$ E. are to be expunged from chart No. 363.

Caution.—The cautionary note regarding the necessity for local knowledge in navigating above Cardigan Point is to be expunged from the chart and the following inserted in its place:—

“CAUTION.”

“Owing to the shifting nature of the shoals and the general intricacies of the channels in the Fitzroy River, only the outer lights are shown. Strangers should not attempt to enter without a Pilot.”

Note.—A new edition of chart No. 363 embodying these corrections will shortly be published.

Chart affected.—No. 363, Keppel Bay and Islands.

Publications.—List of Lights, Part VI, 1920, Nos. 2665 to 2673 and 2676, 2677.

Australia Pilot, Vol. IV, 1917, pages 58 to 60.

Authority.—Hydrographic Department. (H. 9177-20.)

JAPAN—KIUSIU, WEST COAST, NAGASAKI HARBOUR.

Kageno Shima light—Alteration in sectors.

No. 82 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 221 of 1921), are republished:—

Position.—On the northern side of Kageno shima.

Lat. $32^{\circ} 42'$ N., long. $129^{\circ} 49'$ E. (*approx.*).

Alteration.—The sector of this occulting red light which was obscured over Osone, between the bearings 243° and 262° , has been discontinued. The light is now visible from 098° to 203° and from 230° to 304° , being obscured elsewhere.

Charts affected.—No. 2815, Nagasaki harbour.

„ 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1920, No. 1890.

Japan Pilot, 1914, page 462; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications Notice, No. 1824 of 1920. (*H.* 382-21.)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Light established.

No. 83 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 224 of 1921), are republished:—

Position.—On the northern side of Balabalagan.

Lat. $2^{\circ} 32' 24''$ S., long. $117^{\circ} 57' 00''$ E.

Abridged description.—Lt. Occ. ev. 4 sec. 143 ft., vis. 17 m.

Characteristics:

Character.—Occulting white every four seconds, thus:

Light,	eclipse.
2 sec.	2 sec.

Elevation.—143 feet (43^m6).

Visibility.—17 miles.

Structure.—White iron framework, 131 feet (39^m9) in height.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 1263, China sea.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1920, No 1026a.

Eastern Archipelago Pilot, Part II, 1913, page 359.

Authority.—Hague Notice No. 132 of 1921. (*H.* 285-21.)

RED SEA—JUBAL STRAIT APPROACH.

Jifatin Kebir—Lights established.

No. 84 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 225 of 1921), are republished:—

Position.—Near the eastern side of Jifatin Kebir.

Lat. $27^{\circ} 12' 45''$ N., long. $33^{\circ} 56' 15''$ E.

Abridged description.—2 electric lts. (occasl.).

Description.—Two 500-candle power electric lights.

Remarks.—These lights are used by the Anglo-Egyptian Oilfields, Ltd., and are to be marked “(Occasional)” on the charts.

Charts affected.—No. 2838, Strait of Jubal.

„ 757, Gulf of Suez.

„ 8a, Red sea—sheet 1.

Publications.—List of Lights, Part V, 1920, No. 2174 (Remarks).
Red Sea, etc., Pilot, 1909, page 113.

Authority.—Alexandria Notice No. 14 of 1920. (H. 237-21.)

INDIA, WEST COAST.

Rajpuri Point—Derelict reported south-westward of.

No. 85 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 32M. of 1921), are republished :—

Date sighted 20th February 1921.

Position.—At a distance of about 14 miles 250° from Rajpuri Point Lighthouse.

Lat. $18^{\circ} 14' 00''$ N.

Long. $72^{\circ} 42' 00''$ E.

Details.—The Master of ss. "Canara" reports having passed apparently a timber-laden derelict dhow awash in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Vizian-
drug.

„ 826, Karachi to Vengurla.

Authority.—The Port Officer, Bombay, dated the 21st February 1921.

RED SEA, EASTERN SHORE.

Kamaran Passage, Southern Approach—Buoy out of position.

No. 86 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1921), are republished :—

Details.—The portland red conical buoy with staff and cylinder top mark, which was moored at a distance of $3\frac{3}{4}$ cables 26° from the beacon on Ras el Bayadh, is reported out of position and now lies approximately in the following position.

Position approximate.—At a distance of about 3 cables 35° from the charted position.

Caution.—Mariners are hereby warned accordingly.

Chart affected.—No. 513, Kamaran Passage and southern approach.

Publications.—Red Sea and Gulf of Aden Pilot, 1909, page 361;
Revised Supplement (3), 1917.

Authority.—Port Officer, Aden, Telegram dated 24th February 1921.

The 28th February 1921.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Palau (Pelew) Islands—Amendments to chart No. 980 with regard to reefs; Information respecting position.

No. 68 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 81 of 1921), are republished:—

Position on chart.—Gorör road, lat. $7^{\circ} 15' N.$, long. $134^{\circ} 30' E$ (posn. approx.).

Details.—Amendments to chart No. 980 showing extension of the coral reef on the western side of the Palau (Pelew) group, are shown on the accompanying reproduction of a portion of that chart.

The following note with regard to the position of these islands is to be inserted on the chart:—

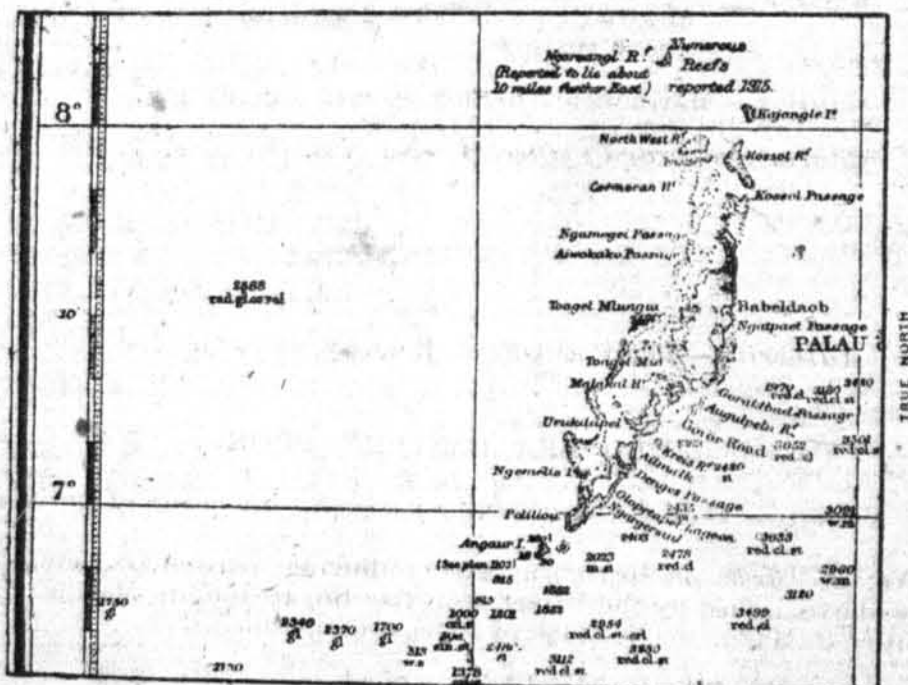
The latest determinations place the Palau islands two miles further west than shown on this chart.

Note.—The foregoing information is already shown on the plan of the Palau (Pelew) islands on the latest edition of chart No. 1103.

Chart affected.—No. 980. Caroline islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 418, 419.

Authority.—Hydrographic Department. (H. 8108-20.)



Reproduction of Portion of Chart No. 980.

INDIA, SOUTH COAST.

Cape Comorin—Reported shoal and discoloured water southward of, to be expunged from charts.

No. 69 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 86 of 1921), are republished:—

Former Notice.—Calcutta Notice No. 236 of 1920.

Position on charts.—(a) Shoal: At a distance of about 48 miles southward of Wadge bank.

Lat. $6^{\circ} 52' N.$, long. $77^{\circ} 12' E.$ (approx.).

(b) Discoloured water: At a distance of about 5 miles westward of (a).

Lat. $6^{\circ} 52' N.$, long. $77^{\circ} 07' E.$ (approx.).

Details.—A careful search of this neighbourhood has failed to reveal any trace of the existence of the shoal and discoloured water reported in the above positions in the year 1920. The foregoing therefore are to be expunged from the charts.

Charts affected.—No. 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

„ 748b, Indian ocean—northern portion.

Publication.—W. C. India Pilot, 1919, page 123; Supplement No. 1, 1920.

Authority.—H. M. Surveying Vessel *Mertin*. (H. 7976-20.)

BORNEO, EAST COAST.

Pamukan Bay—Light-buoy established.

No. 70 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 106 of 1921), are republished:—

Position.—At a distance of 4.70 miles, 127° from the south-western extremity of Merah point, on chart No. 2637.

Lat. $2^{\circ} 37' S.$, long. $116^{\circ} 32' E.$ (approx.).

Description.—A light-buoy painted black, exhibiting a *fixed white* light.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 354.

Authority.—Hague Notice No. 2776 of 1920. (H. 66-21.)

BORNEO, EAST COAST—KURAN (BERAU) RIVER ENTRANCE.

Muara Pantai—Light-buoy established in place of buoy.

No. 71 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 107 of 1921), are republished:—

Position.—In the position hitherto occupied by Muara Pantai black conical fairway buoy with ball topmark, which has been withdrawn.

Lat. $1^{\circ} 57' N.$, long. $118^{\circ} 05' E.$ (approx.).

Description.—A light-buoy painted black, exhibiting an *occulting white* light every twenty seconds, thus:

Light,	eclipse.
10 sec.	10 sec.

Charts affected.—No. 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 431.

Authority.—Hague Notice No. 2778 of 1920. (H. 67-21.)

SUMATRA, WEST COAST.

Benkulen Road—Existence of shoals.

No. 72 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 108 of 1921), are republished:—

(a) *Position.*—At a distance of $8\frac{1}{2}$ cables, 265° , from the tower of Fort Marlborough at Benkulen.

Benkulen, lat. $3^{\circ} 47' S.$, long. $102^{\circ} 15' E.$ (approx.).

Depth.—2½ fathoms (4^m6).

(b) *Position.*—Southward of Gusong Lampuyang, and at a distance of 4 miles 6 cables, 181°, from the tower referred to above.

Depth.—4½ fathoms (8^m2).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, (b) with plan.

Publication.—China Sea Pilot, Vol. I, 1916, pages 395, 396.

Authority.—Netherlands Government Chart. (H. 9221-20).

NEW GUINEA (PAPUA), SOUTH COAST.

Port Moresby—Alterations in leading lights and beacons.

No. 73 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1921), are republished:—

Position.—354-foot hill on Bogirohodobi (Paga) point, lat. 9° 29' S. long. 147° 09' E. (approx.).

(I) Leading lights established:

(i) Basilisk passage leading lights:

(a) Front light:

Position.—Near Yupukuri mission station, at a distance of 2.56 miles, 115°, from Bogirohodobi 354-foot summit.

Abridged description.—Lt. F., vis. 12 m. (P.A.)

Characteristics:

Character.—Fixed white.

Elevation.—123 feet (37^m5).

Visibility.—12 miles.

Structure.—A beacon.

(b) Rear light:

Position.—At a distance of about 2.40 cables, 054°, from front light.

Abridged description.—Lt. F., Red, vis. 12 m. (P.A.)

Characteristics:

Character.—Fixed red.

Elevation.—219 feet (66^m7).

Visibility.—12 miles.

Structure.—A beacon.

Remarks.—These lights in line bearing 054° lead through Basilisk passage clear of Lark patch.

(ii) Port Moresby harbour leading lights:

(a) Front light:

Position.—On the shore eastward of Tatana island, at a distance of 2.68 miles, 347°, from Bogirohodobi 354-foot Δ, and 083° from Tatana 413-foot Δ.

Abridged description.—Lt. F., Red, 25 ft. (posn. approx.).

Characteristics:

Character.—Fixed red.

Elevation.—25 feet (7^m6).

Structure.—A beacon.

(b) Rear light :

Position.—At a distance of 1.50 cables, 354° , from front light.

Abridged description.—Lt. F., 58 ft. (*posn. approx.*).

Characteristics :

Character.—Fixed white.

Elevation.—58 feet (17^m 7).

Structure.—A beacon.

Remarks.—These lights are in line when bearing 354° .

(2) Leading beacons discontinued :

Position.—In Walter bay, at a distance of about $1\frac{1}{2}$ miles eastward from Bogirohodobi point.

Details.—The two white beacons, hitherto forming the leading line through Basilisk passage, have been discontinued and are to be expunged from the charts.

(3) Lights established.

Positions.—(a) On a beacon marking the southern edge of Logolu motu motu, situated at a distance of 3.80 cables, 320° , from Bogirohodobi Δ .

(b) On the beacon which marks the northern extremity of Logolu motu motu, at a distance of 4.80 cables, 332° , from Bogirohodobi Δ .

Description.—Each a fixed red light exhibited from a large pillar beacon.

Remarks.—The beacon shown about a quarter of a cable eastward from (a) is to be expunged from chart No. 2126.

(4) Amended position of beacon :

Position (approx.).—At the western extremity of Nateara reef, at a distance of about $2\frac{1}{2}$ cables south-westward from charted position, and 3.43 miles, 190° , from Bogirohodobi 354-foot summit.

Description.—A beacon with triangle.

(5) Beacon erected :

Position (approx.).—On the north-western extremity of Vahunabada reef, at a distance of 1.42 miles, 337° , from Bogirohodobi Δ .

Description.—A beacon.

(6) Beacons to be expunged from chart :

Positions.—At distances of about $8\frac{1}{2}$, $10\frac{1}{2}$ and 12 cables respectively northward from Bogirohodobi Δ .

Description.—Each a beacon.

Note.—The note regarding the unreliability of beacons is to be expunged from chart No. 2126.

Charts affected.—No. 2126, Port Moresby, with plan of approaches.

„ 2121, Freshwater bay to Round head. (1) and (2).

Publications.—List of Lights, Part VI, 1920, No. 2787a, b, c, d. Pacific Islands Pilot, Vol. I, 1908, pages 52, 54.

Authority.—H.M.S. Melbourne, Hyd. Note No. 3 of 1920; and Department of Treasury, Port Moresby. (H. 6812-19 & 9113-20.)

PHILIPPINE ISLANDS—LUZON.

San Bernardino Islets and vicinity—Correction to Chart No. 3368 with regard to shoals.

*No. 74 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 121 of 1921), are republished:—

Former Notice.—No. 1167 of 1920. (*This office No. 263 of 1920*).

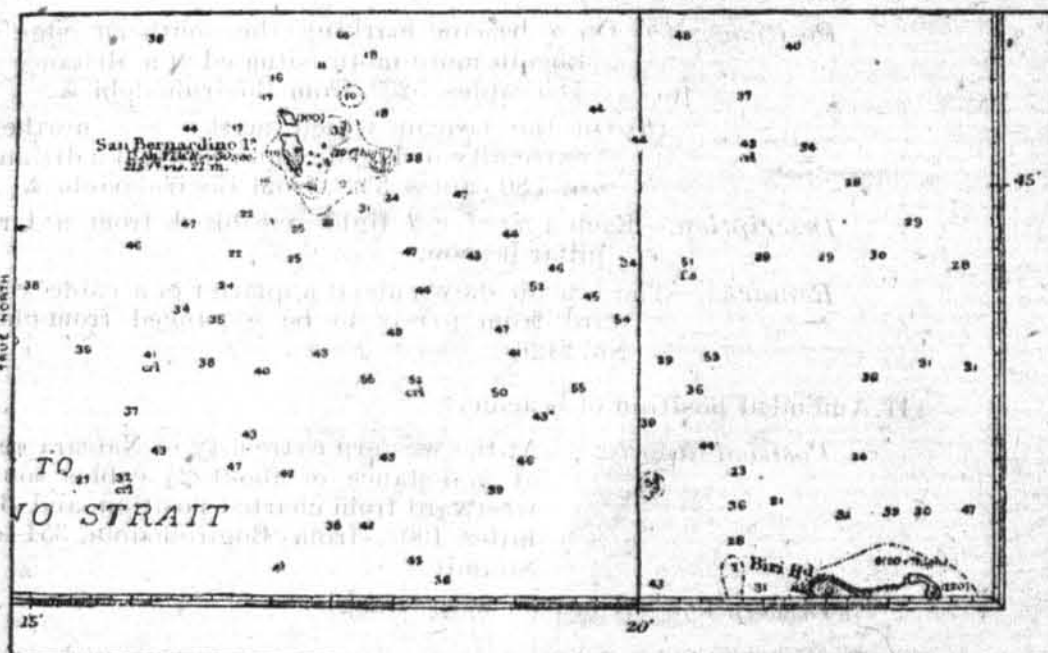
Position.—San Bernardino islet lighthouse, lat. $12^{\circ} 45' N.$, long. $124^{\circ} 17' E.$ (*approx.*).

Details.—The necessary correction to chart No. 3368 with regard to the shoals in the vicinity of San Bernardino islets notified in the former notice is shown on the accompanying reproduction of a portion of that chart.

This chart was not included in the list of charts affected in the former notice.

Chart affected.—No. 3368, Batan island to San Bernardino island, etc.

Authority.—Hydrographic Department. (*H. 9100-20.*)



Reproduction of Portion of Chart No. 3368.

JAPAN—HONSHŪ, SOUTH COAST, GULF OF TOKYO.

Fort No. 2 Light—Alteration in characteristics.

*No. 75 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 122 of 1921), are republished:—

Position.—Lat. $35^{\circ} 19' N.$, long. $139^{\circ} 45' E.$ (*approx.*).

New abridged description.—(U) Lt. Occ., *ev. 6 sec., 56 ft., vis. 13m.*

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every six seconds, thus:

Light	eclipse
3 sec.	3 sec.

Elevation.—56 feet (17^m1).

Visibility.—13 miles.

Power.—200 candles.

Structure.—White square framework on concrete tower, 29 feet (8^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1920, No. 2055.

Japan Pilot, 1914, page 199.

Authority.—Tokyo, Department of Communications, Notices Nos. 1654 and 1700 of 1920. (H. 9043-20.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokosuka approaches—*Lights established; Light-buoy withdrawn.*

No. 76 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 123 of 1921), are republished:—

1. Lights established:

(a) *Position.*—At a distance of 5½ cables, 085°, from the eastern extremity of Natsu shima, on the eastern end of the breakwater under construction.

Natsu shima, lat. 35° 19' N., long. 139° 39' E. (*approx.*).

Abridged description.—Lt. Occ., Red ev. 4 sec., vis. 8 m. (U).

Characteristics:

Character.—Occulting red every four seconds, thus:

Light,	eclipse.
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—Red square iron tower, 35 feet (10^m7) in height.

(b) *Position.*—At a distance of 6 cables, 073°, from the eastern extremity of Natsu shima, on the north-western end of the North-east breakwater.

Abridged description.—Lt. Occ., Gn., ev., 4 sec. vis. 7 m. (U).

Characteristics:

Character.—Occulting green every four seconds, thus:

Light,	eclipse,
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—7 miles.

Power.—Under 100 candles.

Structure.—Green square iron tower, 35 feet (10 7) in height.

(c) *Position.*—At a distance of 11·9 cables, 98°, from the eastern extremity of Natsu shima, on the south-eastern end of the North-east breakwater.

Abridged description.—Lt. Occ., *ev.* 6 sec., *vis.* 13 m. (U.)

Characteristics:

Character.—Occulting white every six seconds, thus:

Light.	eclipse.
3 sec.	3 sec.

Elevation.—55 feet (16^m8).

Visibility.—13 miles.

Power.—1,300 candles.

Structure.—White square iron tower 50 feet (15^m2) in height.

Remarks.—The lights are unwatched.

2. Light-buoy withdrawn:

Position.—Formerly marking Kita Nakane, near the south-eastern end of the north-east breakwater.

Description.—A light-buoy with flashing white light.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki. 1 (c), 2.

„ 996, Kii suido to Tokyo. 1 (c), 2.

„ 3334, Tokyo to Sendai bay. 1 (c), 2.

Publications.—List of Lights, Part VI, 1920, No. 2055a, b, c.
Japan Pilot, 1914, page 201.

Authority.—Tokyo Notice No. 328 of 1920. (H. 111-21.)

JAPAN—HONSHŪ, NORTH-WEST COAST.

Saruyama Saki—Light established.

No. 77 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1921), are republished:—

Position.—Lat. 37° 19' 20" N., long. 136° 42' 55" E., on chart No. 2243.

Abridged description.—Lt. Gp. Fl. (4), *ev. min.* 696 ft. *vis.* 34 m.

Characteristics:

Character.—Group flashing white showing four flashes every minute thus:

Four flashes,	eclipse.
23 sec.	37 sec.

Elevation.—696 feet (212^m1).

Visibility.—34 miles, from 015° through east to 214°.

Power.—100,000 candles.

Structure.—White square concrete tower, 30 feet (9^m1) in height.

Charts affected.—No. 2243, Noto peninsula.

„ 3003, Ando zaki to Ōtose zaki.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2151a.

Japan Pilot, 1914, page 630.

Authority.—Tokyo, Department of Communications, Notice No. 1683 of 1920. (H. 9046-20.)

CHINA SEA—PALAWAN, EAST COAST.

Puerto Princesa (Port Royalist)—Amendments to chart.

No. 78 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1921), are republished:—

Position.—Saboruko point, lat. $9^{\circ} 44'$ N., long. $118^{\circ} 43'$ E. (approx.).

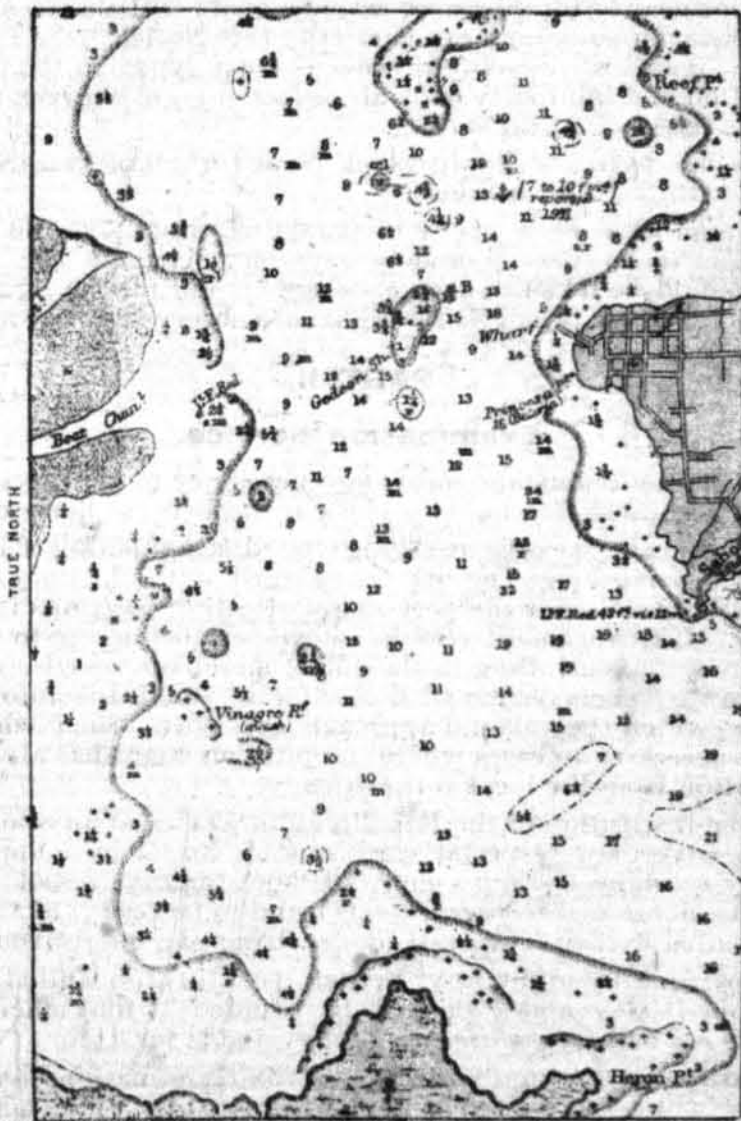
Details.—The accompanying reproduction of a portion of chart No. 2914 shows the necessary amendment to that chart with regard to rocks and shoals and the establishment of a light in Puerto Princesa. The extension of the wharf near Princesa point is also shown on the reproduction.

Chart affected.—No. 2914, Puerto Princesa.

Publications.—List of Lights, Part VI, 1920, No. 1131.

Eastern Archipelago Pilot, Part I, 1911, pages 100, 101, 102.

Authority.—U. S. A. Government Chart. (H. 9085-20.)



Reproduction of Portion of Chart No. 2914.

0 5 10 Cables or
18 Sea Miles

The 19th February 1921.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 59 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1921), are republished:—

PART I.**Closing of Ports.**

Former Notice.—No. 1 of 1920 (*This Office No. 43 of 1920*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.**Examination Service.**

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

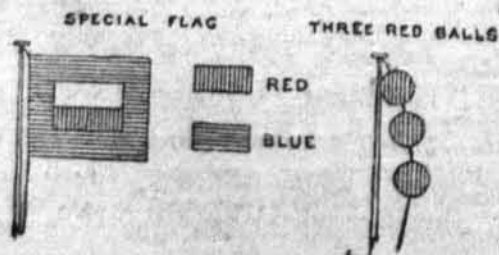
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

By night the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yardarm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups:

A black ball at the foremast head, and a similar ball at the yardarm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all-round green lights will be used in a similar manner to and in place of the black ball.

Note.

This Notice is a revision of Notice No. 1 of 1920. (This office No. 43 of 1920.)

Authority.—The Lords Commissioners of the Admiralty. (H. 8326-20.)

JAPAN.

Bayonnaise Island—Obstruction eastward of.

No. 60 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1921), are republished:—

Position.—At a distance of about 32 miles eastward from Bayonnaise island.

Lat. $31^{\circ} 53' 00''$ N., long. $140^{\circ} 31' 30''$ E.

Details.—Not stated.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note "*E.D. (1920).*"

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

„ 2683, Pacific ocean.

„ 2483, Atlantic and Indian oceans, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Japanese Government Chart. (H. 5341-20.)

AIRCRAFT.

Information with regard to distress signals by day and night.

No. 61 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1921), are republished:—

Former Notice.—No. 885 of 1920.

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her either together or separately:—

- I. The International Signal "S.O.S." by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N. C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights fired at short intervals.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This notice is a republication of the former Notice quoted above.

Authority.—Air Ministry. (H. 8332-20.)

JAPAN—KIUSIU, WEST COAST.

Goto Islands—Amendments to charts with regard to shoals.

No. 62 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 14 of 1921), are republished:—

Position.—Tsubashi hana, lat. $32^{\circ} 34' N.$, long. $128^{\circ} 46' E.$ (approx).

Details.—Amendments to the charts with regard to shoals off the southern coasts of Fukai and Wakamatsu, embodying the latest information, are shown on the accompanying reproduction of portions of chart No. 359.

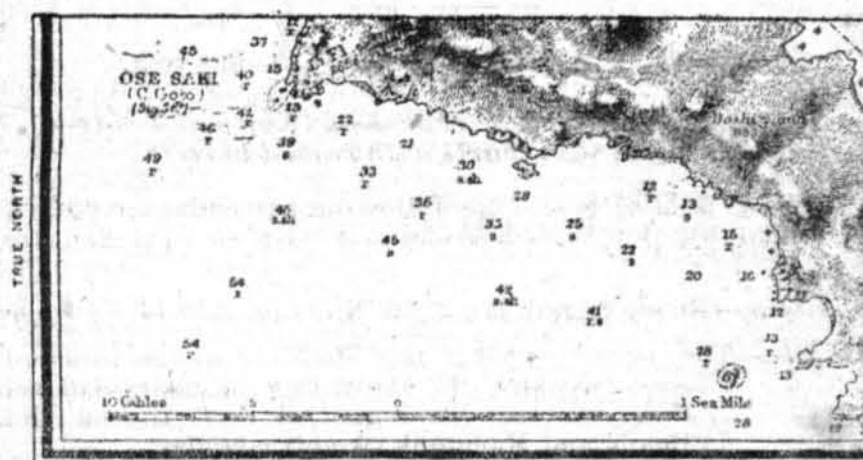
Charts affected.—No. 359, Nagasaki to Karatsu, &c., with plan.

„ 358, Western coasts of Kiusiu and Honshu.

„ 104, Korean archipelago—southern portion.

Publication.—Japan Pilot, 1914, pages 481, 485, 495.

Authority.—Japanese Government Chart. (H. 8220-20.)



Reproduction of Portions of Chart No. 359



JAVA, NORTH COAST.

Surabaya Strait—Light-buoy withdrawn.

No. 63 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 39 of 1921), are republished :—

Position.—In West gat, at a distance of about 9 cables north-westward from Cape Piring lighthouse.

Lat. $7^{\circ} 01' S.$, long. $112^{\circ} 40' E.$

Details.—The light-buoy painted black, with occulting white light, has been withdrawn, and the passage is now safe for traffic.

Note.—The note "Passage prohibited E. of this buoy" is to be expunged from the chart.

Chart affected.—No. 934, Surabaya strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 135; Supplement No. 4, 1919.

Authority.—Hague Notice No. 2630 of 1920. (*H. 9068-20.*)

EASTERN ARCHIPELAGO—CELÉBES SEA.

*Talautse (Sangi) and Karkaralong (Kawio) Islands—
Amendment to charts with regard to reefs.*

No. 64 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 45 of 1921), are republished :—

Position.—Buang island, lat. $3^{\circ} 53' N.$, long. $125^{\circ} 46' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 2575 and 943 show the necessary corrections to those charts with regard to reefs in the vicinity of Buang and Mamanuk (Anda) islands.

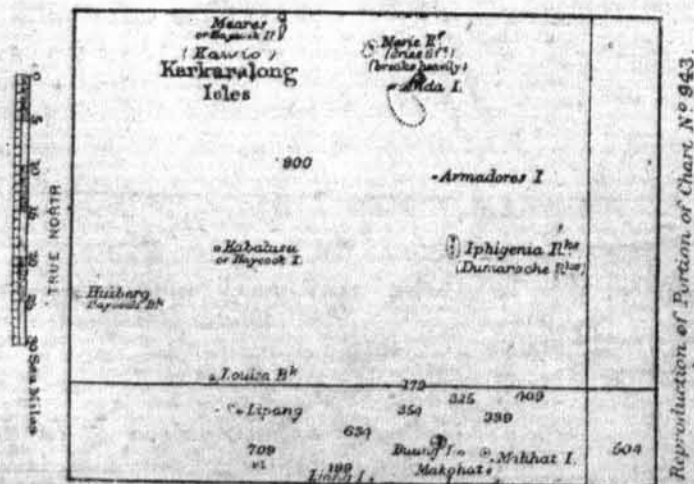
Charts affected.—No. 2575, Eastern part of Celebes sea.

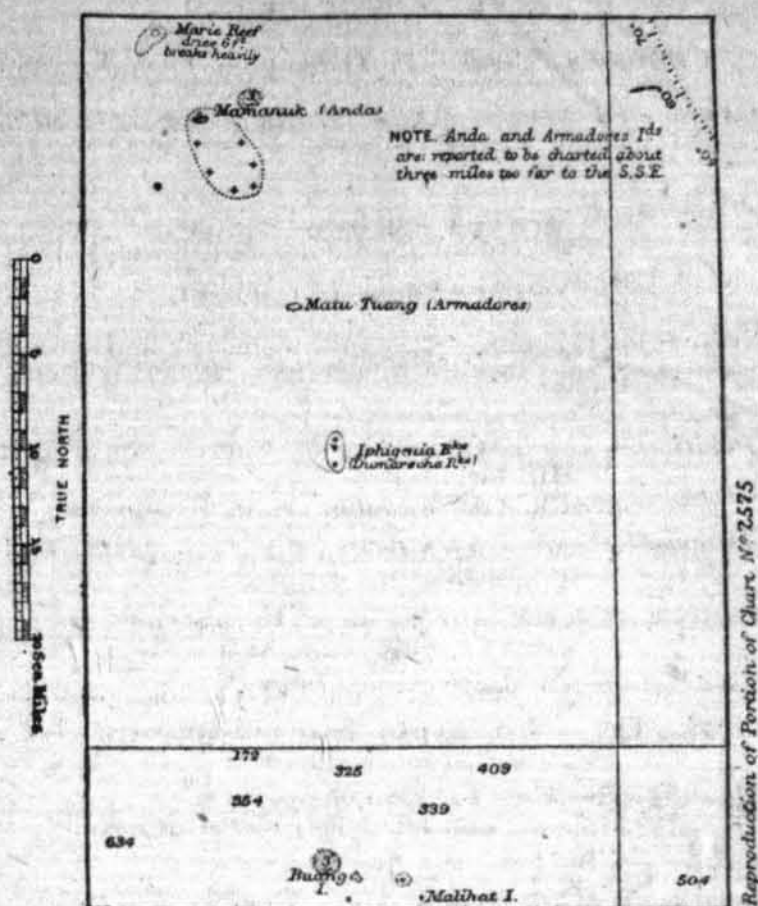
„ 943, Molucca passage to Manila.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 26, 31; Supplement No. 5, 1920.

Authority.—Hague Notices Nos. 2355 and 2367 of 1920. (*H. 8257 & 8262-20.*)





CHINA, EAST COAST.

Kyau Chau Bay entrance—Existence of wreck; Alteration in position of light-buoy; Caution regarding buoyage.

No 65 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1921), are republished:—

(1) Wreck:

Position—At a distance of 1·26 miles, 295° , from Yu-nui-san lighthouse.

Lat. $36^{\circ} 03' N.$, long. $120^{\circ} 15' E.$ (*approx.*).

Description.—Sunken wreck of a vessel.

(2) Alteration in position of light-buoy:

Former Notice.—No. 1293 of 1920. (*This office No. 277 of 1920.*)

New position.—At a distance of about half a cable south-eastward from former position and 2 cables, 314° , from Horse Shoe light-beacon.

Lat. $36^{\circ} 05' N.$, long. $120^{\circ} 17' E.$ (*approx.*).

Description.—No. 6 red conical light-buoy with flashing white light.

(3) Caution regarding buoyage:

Caution.—The following cautionary note is to be placed on chart No. 857 under the note regarding beacons for compass adjustment:—

“CAUTION.”

“Buoys in Tsing tau harbour must not be depended on. With the exception of No. 6 all buoys in Kyau Chau bay and at the entrance are withdrawn when block ice forms.”

Chart affected.—No. 857, Kyau chau bay,

Publication.—China Sea Pilot, Vol. V, 1912, pages 417, 418; Supplement No. 5, 1920.

Authority.—Tokyo Notice No. 215 of 1920. (H. 8076-20.)

RED SEA—EASTERN SHORE.

Loheiya—Buoys disappeared.

No. 66 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 52 of 1921), are republished :—

(a) *Position.*—At a distance of about 4 miles south-westward from Hill fort.

Lat. $15^{\circ} 39' N.$, long. $42^{\circ} 38' E.$ (approx.).

Description.—A red conical buoy with black triangular top-mark.

(b) *Position.*—On the eastern side of the channel, at a distance of about 6 cables eastward from (a).

Description.—A white conical buoy.

Remarks.—The above buoys have disappeared and are to be expunged from the charts.

Charts affected.—No. 83, Plan of Loheiya.

„ 143, Jebel Teir to Perim island.

Publication.—Red Sea, etc., Pilot, 1909, page 359.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 1 of 1920. (H. 8991-20.)

JAPAN—HOKUSHŪ.

Otaru Ko—Light established; Alteration in characteristics of light; Light-buoy withdrawn.

No. 67 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 58 of 1921), are republished :—

(1) Light established :

Position.—At the southern extremity of the North breakwater.

Lat. $43^{\circ} 12' 11'' N.$, long. $141^{\circ} 01' 18'' E.$, on chart No. 993.

Abridged description.—Lt. Occ., Red, ev. 6 sec., 48 ft. vis. 9 m. (U).

Characteristics :

Character.—Occulting red every six seconds, thus :

Light,	eclipse.
3. sec.	3 sec.

Elevation.—48 feet ($14^m 6$).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—Red circular concrete tower, 41 feet ($12^m 5$) in height.

Remarks.—The light is unwatched.

Note.—The light-buoy with fixed white light, formerly marking the end of the North breakwater, has been withdrawn.

(2) Alteration in characteristics of light :

Position.—On the northern extremity of the South breakwater.

New abridged description.—Lt. Occ., Gn., ev. 6 sec., 48 ft. vis. 9 m. (U).

Details.—The fixed green light has been replaced by a light having the undermentioned characteristics :—

Character.—Occulting green every six seconds, thus :

Light, 3. sec.	eclipse. 3 sec.
-------------------	--------------------

Elevation.—48 feet (14^m6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—White circular concrete tower, 41 feet (12^m5) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 993, Plan of Otaru ko.

„ 2981, Eurubira wan to Aikappu misaki.

„ 452, Hokushū island.

Publications.—List of Lights, Part VI, 1920, Nos. 2130 and 2131.

Japan Pilot, 1914, page 696 ; Supplement No. 4 1920.

Authority.—Tokyo, Department of Communications, Notice No. 1707 of 1920. (H. 9103-20.)

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 23, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 14th March 1921.

AUSTRALIA, SOUTH COAST—VICTORIA.

Port Phillip—Amended tidal information and caution regarding depth in entrance.

*No. 87 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 152 of 1921), are republished:—

Position.—Queenscliff, lat. $38^{\circ} 16' S.$, long. $144^{\circ} 40' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 2747 and 1171 show the necessary corrections to those charts with regard to the information concerning tides and tidal streams and to the cautionary note regarding the navigability of the entrance to Port Phillip.

Note.—The H. W. F. & C. at Lonsdale point is to be amended on charts Nos. 1695b and 3169.

Charts affected.—No. 2747, Entrance to Port Phillip.
" 1171, Port Phillip.
" 1695b, Bass strait—western sheet.
" 3169, Port Phillip to Gabo island.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 86.

Authority.—H.M.S. *Renown*, Remark Book, 1920, and Melbourne General Notice to Mariners. (H. 8105-20.)

TIDES AND TIDAL STREAMS

In the Entrance it is H.W.F. & C. at $X^h 37^m$ approximately
 Lonsdale Pt. Spr. rise 7 ft. Neaps rise 5 ft.
 Queenscliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse. 124

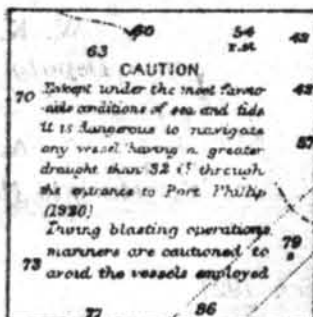
Blue flag at half mast indicates first quarter of ingoing stream
 masthead second

Red flag at half mast third
 masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

Arthur's Seat with South Channel Leading Lights in line. 10715. 81° E. Mag.]



Reproduction of Portions of Chart N° 2747.

TIDES AND TIDAL STREAMS

In the Entrance it is H.W.F. & C. at $X^h 37^m$ approximately
 Lonsdale Pt. Spr. rise 7 ft. Neaps rise 5 ft.
 Queenscliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.

Blue flag at half mast indicates first quarter of ingoing stream
 masthead second

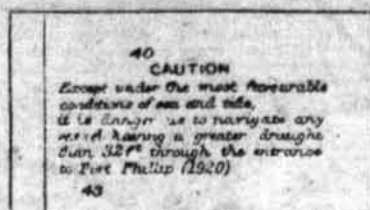
Red flag at half mast third
 masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

TIME SIGNAL

A flag is dipped at the Signal Station, Queenscliff at 1 P.M.
 Standard mean time corresponding to 15° 0' 0" G.M.T.



Reproduction of Portions of Chart No. 2761.

SUMATRA, WEST COAST—ENGANO ISLAND.

Engano Bay—Amendment to chart with regard to shoals.

No. 88 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 160 of 1921), are republished:—

* *Position*.—Kowabi point, lat. $5^{\circ} 29' S.$, long. $102^{\circ} 22' E.$ (approx.).

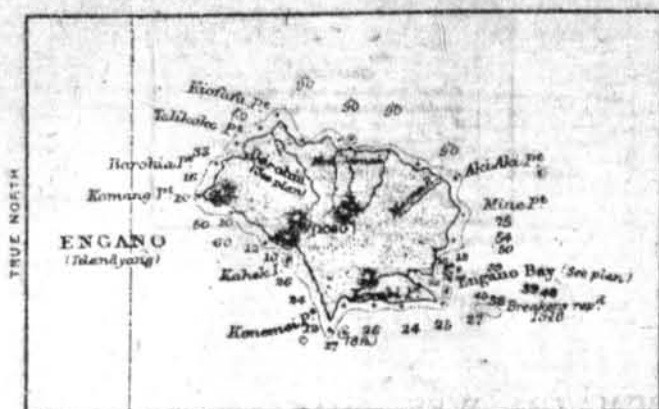
Details.—The accompanying reproduction of a portion of chart No. 2761, and of the plan of Engano bay on that chart, shows the necessary corrections with regard to shoals in Engano bay.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1916, page 468.

Authority.—Netherlands Government Chart. (H. 9219-20.)





Reproduction of Portions of Chart N° 2761.

0 10 20 Sea Miles

CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Lahou—Existence of shoals westward of.

No. 89 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 168 of 1921), are republished:—

Position.—At a distance of about $1\frac{1}{2}$ miles westward of Lahou village.

Lat. $3^{\circ} 04' 18''$ S., long. $121^{\circ} 02' 30''$ E.

Description.—Three rocky shoals lying close together, over which there is a least depth of 2 fathoms (3 7).

Remarks.—This depth is to be placed on the charts in the above position, and the depth of 15 fathoms close north-westward of it is to be expunged.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 941b, Eastern archipelago—sheet 2.

„ 942a, Eastern archipelago—sheet 3.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 465.

Authority.—Hague Notice No. 33 of 1921. (H. 284-21.)

AUSTRALIA—QUEENSLAND.

Cairns Harbour entrance—Remains of fairway beacon marked by buoy.

No. 90 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 169 of 1921), are republished:—

Former Notice.—No. 1491 of 1920. (This office No. 69 of 1920.)

Position.—Lat. $16^{\circ} 51'$ S., long. $145^{\circ} 49'$ E. (approx.).

Details.—There is now a least depth of 5 feet (1^m5) over the remains of the Fairway beacon, which was destroyed in the year 1918.

The above depth, encircled by a danger line, is to be inserted on the charts in the position of the beacon.

Remarks.—The remains of the beacon are marked by a black buoy.

Note.—The note “(remains of)” is to be added to the description of the beacon on the charts.

Charts affected.—No. 3133, Cairns harbour.
 „ 2350, Double point to Cape Grafton.
 „ 2924, Cape Grafton to Hope islands.

Publication.—Australia Pilot, Vol. IV, 1917, page 200; Revised Supplement, 1920.

Authority.—Brisbane Notice No. 5 of 1920. (H. 234-21.)

PORTUGUESE EAST AFRICA.

Lourenco Marques—Amended limits of anchorages; Existence of wreck.

No. 91 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 177 of 1921), are republished:—

Position.—British consulate, lat. $25^{\circ} 58' S.$, long. $32^{\circ} 35' E.$ (*approx.*).

(1) Anchorages:

(a) Mercantile anchorage:

Details.—The mercantile anchorage in Espirito Santo river now lies between the following limits:—

- (i) A line drawn in a 225° direction from a point situated 1.53 miles, 285° , from the southern corner of the British consulate.
- (ii) A line drawn in a 210° direction from a point situated one mile, 273° , from the southern corner of the British consulate.

(b) Man-of-war anchorage:

Details.—The man-of-war anchorage now lies between the following limits:—

- (i) A line drawn in a 211° direction from a point situated 5.5 cables, 217° , from the southern corner of the British consulate.
- (ii) A line drawn in a 227° direction* from a point situated 1.03 miles, 155° , from the southern corner of the British consulate.

(c) Prohibited anchorage:

Details.—Anchorage is prohibited between the seaward limit of the mercantile anchorage and the north-western limit of the man-of-war anchorage defined above.

(d) Quarantine anchorage:

Details.—The quarantine anchorage lies between the seaward limit of the man-of-war anchorage and the northern limit of Polana dredged channel (produced to the shore bank).

Existence of wreck:

Position.—Stem of wreck, at a distance of 9.0 cables, 239° , from the southern corner of the British consulate.

Description.—Wreck of S.S. *Engineer* with masts and funnel showing above high water.

The wreck is about 400 feet (121^m9) in length and lies heading in a 297° direction.

Charts affected.—No. 646, Lourenço Marques.

„ 644, Delagoa bay (2).

Publication.—Africa Pilot, Part III, 1915, page 198.

Authority.—H. M. S. *Lowestoft*, Hyd. Note No. 11 of 1920. (*H.* 9203-20.)

CELEBES, WEST COAST

Tana Reke Strait—Beacon erected; Buoys withdrawn; Existence of shoal.

No. 92 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 178 of 1921), are republished:—

(1) Beacon erected:

Position.—Lat. $5^{\circ} 28' 40''$ S., long. $119^{\circ} 19' 15''$ E.

Description.—A black cone beacon.

(2) Buoys withdrawn:

(a) *Position.*—Lat. $5^{\circ} 28'$ S., long. $119^{\circ} 19'$ E. (*approx.*).

Description.—Black can buoy with truncated cone topmark.

(b) *Position.*—Lat. $5^{\circ} 27'$ S., long. $119^{\circ} 20'$ E. (*approx.*).

Description.—White conical buoy with ball topmark.

(3) Existence of shoal:

Position.—Lat. $5^{\circ} 27' 36''$ S., long. $119^{\circ} 21' 00''$ E.

Depth.— $2\frac{1}{2}$ fathoms (4^m).

Charts affected.—No. 1293, Approaches to Makassar.

„ 2637, South part of the Strait of Makassar (1) and (2).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 382.

Authority.—Hague Notice No. 1738 of 1920. (*H.* 6100-20.)

JAPAN, SHIKOKU, WEST COAST—YAWATAHAMA KO APPROACH.

Sa Shima—Light established.

No. 93 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 183 of 1921), are republished:—

Position.—On the northern side of Sa shima.

Lat. $33^{\circ} 26' 17''$ N., long. $132^{\circ} 21' 37''$ E.

Abridged description.—F., 125 ft. 8 m. (U).

Characteristics:

Character.—Fixed white.

Elevation.—125 feet (38^m).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White wooden tripod, 6 feet (1^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1587, Yawatahama ko and approaches.

„ 651, Bungo channel.

„ 2875, Naikai (Soto uchi) or Inland sea.

„ 1648, Osumi kaikyo to O shima.

Publications.—List of Lights, Part VI, 1920, No. 1934a.
Japan Pilot, 1914, page 112.

Authority.—Tokyo, Department of Communications, Notice No. 1779 of 1920. (H. 373-21.)

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Aye (i) Reef—Beacon discontinued.

No. 94 (first publication).—

Subject.—The black square beacon on Aye (i) Reef has been destroyed. The beacon will not be re-established.

Position.—On the southern end of Aye (i) Reef.

Lat. 13° 58½' S., long. 143° 50½' E. on Chart No. 2921.

Description.—A black square beacon.

Note.—No further notice will be given.

Charts affected.—No. 2921, Claremont Point to Cape Direction.

„ 2922, Turtle Group to Claremont Point.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 255.

Authority.—Melbourne Notice No. 1 of 1921.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Ellis Islet—Beacon to be discontinued.

No. 95 (first publication).—

Subject.—The black square beacon (No. VII.) on Ellis Islet will be discontinued on or about 30th April 1921.

Position.—On the centre of Ellis Islet.

Lat. 13° 22½' S., long. 143° 41½' E. on Chart No. 3762.

Description.—A black square beacon (No. VII.).

Note.—No further notice will be given.

Charts affected.—No. 3762, Hay Island to Bow Reef.

„ 2921, Claremont Point to Cape Direction.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 265.

Authority.—Melbourne Notice No. 2 of 1921.

The 8th March 1921.

SUMATRA, WEST COAST.

Pulo Pisang harbour and Kru Road—Amendments to chart.

No. 79 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 188 of 1921), are republished:—

Position.—Tanjong Salobu, lat. $5^{\circ} 11' S.$, long. $103^{\circ} 56' E.$ (approx.).

Details.—The accompanying reproduction of the plan of Pulo Pisang harbour and Kru road on chart No. 866 shows the necessary corrections with regard to depths and the existence of a light on Kru pier.

Charts affected.—No. 866, Plan of Pulo Pisang harbour and Kru road.

„ 2761, Chingkuk bay to the Strait of Sunda.

Publications.—List of Lights, Part VI, 1920, No. 846.

China Sea Pilot, Vol. I, 1916, pages 400, 401.

Authority.—Netherlands Government Chart. (H. 9220-20.)



Reproduction of Portolano Chart No. 866.

JAPAN, HONSHŪ, NORTH COAST—NOTO PENINSULA.

Nanao Wan (South Harbour)—Light established; Alteration in light-buoy.

No. 80 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 206 of 1921), are republished:—

(1) Light:

Position.—On the north-western angle of De zaki railway wharf, at a distance of 4 cables, 69^c. from Nanao town pier light.

Lat. $37^{\circ} 03' N.$, long. $136^{\circ} 58' E.$ (approx.).

Abridged description.—Lt. F.

Description.—A fixed white light.

Remarks.—The wharf, which is about half a cable in width, is to be shown on the chart as extending as far as the light.

(2) Alteration in light-buoy :

Position.—Off the western side of Tōri Guri shoal.

Lat. $37^{\circ} 05' N.$, long. $137^{\circ} 00' E.$ (*approx.*).

Alteration.—The light on this light-buoy has been altered from flashing red to *flashing white every five seconds*, thus :

Flash,
1 sec.

eclipse,
4 sec.

Chart affected.—No. 3614, Nanao wan.

Publications.—List of lights, Part VI, 1920, No. 2150 (Remarks).

Japan Pilot, 1914, pages 637, 638 ; Supplement No. 4, 1920.

Authority.—H.M.S. *Colombo*, Remark Book, 1920. (*H. 406-21.*)

AUSTRALIA—QUEENSLAND.

Fitzroy River—Lights to be expunged from chart ; Caution.

No. 81 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 207 of 1921), are republished :—

Position.—Cardigan Point, lat. $23^{\circ} 33' S.$, long. $150^{\circ} 56' E.$ (*approx.*).

Details.—All lights at Port Alma and in the Fitzroy river westward of the meridian of longitude $150^{\circ} 54' E.$ are to be expunged from chart No. 363.

Caution.—The cautionary note regarding the necessity for local knowledge in navigating above Cardigan Point is to be expunged from the chart and the following inserted in its place :—

“ CAUTION.”

“ Owing to the shifting nature of the shoals and the general intricacies of the channels in the Fitzroy River, only the outer lights are shown. Strangers should not attempt to enter without a Pilot.”

Note.—A new edition of chart No. 363 embodying these corrections will shortly be published.

Chart affected.—No. 363, Keppel Bay and Islands.

Publications.—List of Lights, Part VI, 1920, Nos. 2665 to 2673 and 2676, 2677.

Australia Pilot, Vol. IV, 1917, pages 58 to 60.

Authority.—Hydrographic Department. (*H. 9177-20.*)

JAPAN—KIUSIU, WEST COAST, NAGASAKI HARBOUR.

Kageno Shima light—Alteration in sectors.

No. 82 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 221 of 1921), are republished:—

Position.—On the northern side of Kageno shima.

Lat. $32^{\circ} 42' N.$, long. $129^{\circ} 49' E.$ (*approx.*).

Alteration.—The sector of this *occulting red* light which was obscured over Osone, between the bearings 243° and 262° , has been discontinued. The light is now visible from 098° to 203° and from 230° to 304° , being obscured elsewhere.

Charts affected.—No. 2815, Nagasaki harbour.

„ 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1920, No. 1890.

Japan Pilot, 1914, page 462; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications Notice, No. 1824 of 1920. (*H.* 382-21.)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Light established.

No. 83 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 224 of 1921), are republished:—

Position.—On the northern side of Balabalagan.

Lat. $2^{\circ} 32' 24'' S.$, long. $117^{\circ} 57' 00'' E.$

Abridged description.—Lt. Oec. *ev.* 4 sec. 143 ft., vis. 17 m.

Characteristics:

Character.—Occulting white every four seconds, thus:

Light,	eclipse.
2 sec.	2 sec.

Elevation.—143 feet (43m6).

Visibility.—17 miles.

Structure.—White iron framework, 131 feet (39m9) in height.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 1263, China sea.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1920, No 1026a.

Eastern Archipelago Pilot, Part II, 1913, page 359.

Authority.—Hague Notice No. 132 of 1921. (*H.* 285-21.)

RED SEA—JUBAL STRAIT APPROACH.

Jifatin Kebir—Lights established.

No. 84 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 225 of 1921), are republished:—

Position.—Near the eastern side of Jifatin Kebir.

Lat. $27^{\circ} 12' 45'' N.$, long. $33^{\circ} 56' 13'' E.$

Abridged description.—2 electric lts. (*occasl.*).

Description.—Two 500-candle power electric lights.

Remarks.—These lights are used by the Anglo-Egyptian Oilfields, Ltd., and are to be marked “(Occasional)” on the charts.

Charts affected.—No. 2838, Strait of Jubal.

„ 757, Gulf of Suez.

„ 8a, Red sea—sheet 1.

Publications.—List of Lights, Part V, 1920, No. 2174 (Remarks).
Red Sea, etc., Pilot, 1909, page 113.

Authority.—Alexandria Notice No. 14 of 1920. (H. 237-21.)

INDIA, WEST COAST.

Rajpuri Point—Derelict reported south-westward of.

No. 85 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 32M. of 1921), are republished :—

Date sighted 20th February 1921.

Position.—At a distance of about 14 miles 250° from Rajpuri Point Lighthouse.

Lat. $18^{\circ} 14' 00''$ N.

Long. $72^{\circ} 42' 00''$ E.

Details.—The Master of ss. "Canara" reports having passed apparently a timber-laden derelict dhow awash in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 738, Kundari Island to Beria Pagoda.

„ 2736, Gulf of Kutch to Vizia-drug.

„ 826, Karachi to Venguria.

Authority.—The Port Officer, Bombay, dated the 21st February 1921.

RED SEA, EASTERN SHORE.

Kamaran Passage, Southern Approach—Buoy out of position.

No. 86 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1921), are republished :—

Details.—The portland red conical buoy with staff and cylinder top mark, which was moored at a distance of $3\frac{3}{10}$ cables 26° from the beacon on Ras el Bayadh, is reported out of position and now lies approximately in the following position.

Position approximate.—At a distance of about 3 cables 35° from the charted position.

Caution.—Mariners are hereby warned accordingly.

Chart affected.—No. 543, Kamaran Passage and southern approach.

Publications.—Red Sea and Gulf of Aden Pilot, 1909, page 364;
Revised Supplement (3), 1917.

Authority.—Port Officer, Aden, Telegram dated 24th February 1921.

The 28th February 1921.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Palau (Pelew) Islands—Amendments to chart No. 980 with regard to reefs;
Information respecting position.*

No. 68 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 81 of 1921), are republished :—

Position on chart.—Gorör road, lat. $7^{\circ} 15' N.$, long. $134^{\circ} 30' E$ (*posn. approx.*).

Details.—Amendments to chart No. 980 showing extension of the coral reef on the western side of the Palau (Pelew) group, are shown on the accompanying reproduction of a portion of that chart.

The following note with regard to the position of these islands is to be inserted on the chart:—

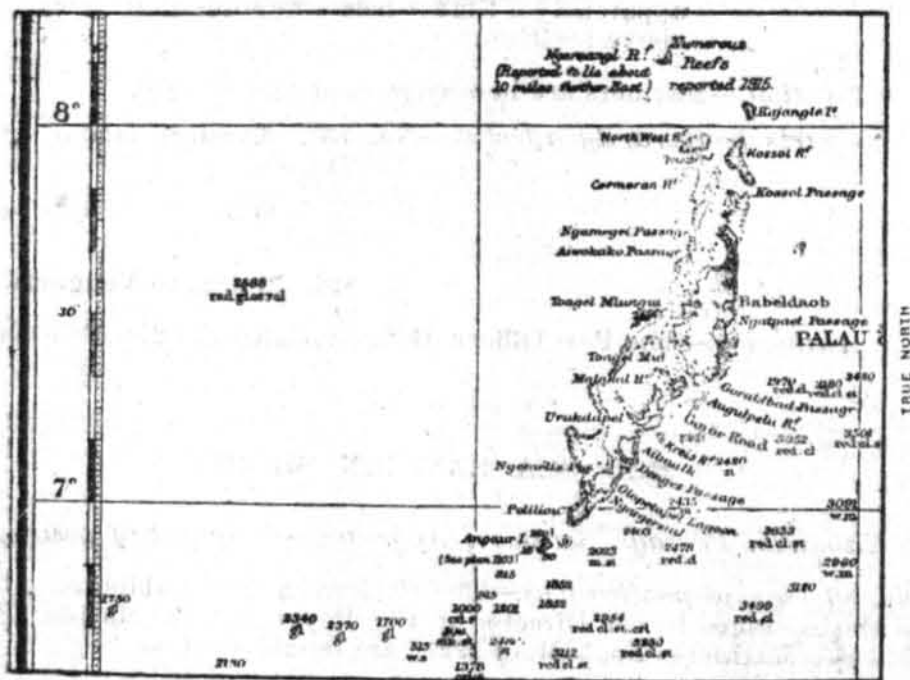
The latest determinations place the Palau islands two miles further west than shown on this chart.

Note.—The foregoing information is already shown on the plan of the Palau (Pelew) islands on the latest edition of chart No. 1103.

Chart affected.—No. 980. Caroline islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 418, 419.

Authority.—Hydrographic Department. (*H.* 8108-20.)



Reproduction of Portion of Chart N° 980

INDIA, SOUTH COAST.

Cape Comorin—Reported shoal and discoloured water southward of, to be expunged from charts.

No. 69 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 86 of 1921), are republished:—

Former Notice.—Calcutta Notice No. 236 of 1920.

Position on charts.—(a) Shoal: At a distance of about 48 miles southward of Wadge bank.

Lat. $6^{\circ} 52' N.$, long. $77^{\circ} 12' E.$ (*approx.*).

(b) Discoloured water: At a distance of about 5 miles westward of (a).

Lat. $6^{\circ} 52' N.$, long. $77^{\circ} 07' E.$ (*approx.*).

Details.—A careful search of this neighbourhood has failed to reveal any trace of the existence of the shoal and discoloured water reported in the above positions in the year 1920. The foregoing therefore are to be expunged from the charts.

Charts affected.—No. 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

„ 748b, Indian ocean—northern portion.

Publication.—W. C. India Pilot, 1919, page 123; Supplement No. 1, 1920.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7976-20.)

BORNEO, EAST COAST.

Pamukan Bay—Light-buoy established.

No. 70 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 106 of 1921), are republished:—

Position.—At a distance of 4.70 miles, 127° from the south-western extremity of Merah point, on chart No. 2637.

Lat. $2^{\circ} 37' S.$, long. $116^{\circ} 32' E.$ (*approx.*).

Description.—A light-buoy painted black, exhibiting a *fixed white* light.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 354.

Authority.—Hague Notice No. 2776 of 1920. (H. 66-21.)

BORNEO, EAST COAST—KURAN (BERAU) RIVER ENTRANCE.

Muara Pantai—Light-buoy established in place of buoy.

No. 71 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 107 of 1921), are republished:—

Position.—In the position hitherto occupied by Muara Pantai black conical fairway buoy with ball topmark, which has been withdrawn.

Lat. $1^{\circ} 57' N.$, long. $118^{\circ} 05' E.$ (*approx.*).

Description.—A light-buoy painted black, exhibiting an *occulting white* light every twenty seconds, thus:

Light,	eclipse.
10 sec.	10 sec.

Charts affected.—No. 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 431.

Authority.—Hague Notice No. 2778 of 1920. (H. 67-21.)

SUMATRA, WEST COAST.

Benkulen Road—Existence of shoals.

No. 72 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 108 of 1921), are republished:—

(a) *Position.*—At a distance of $8\frac{1}{2}$ cables, 265° , from the tower of Fort Marlborough at Benkulen.

Benkulen, lat. $3^{\circ} 47' S.$, long. $102^{\circ} 15' E.$ (*approx.*).

Depth.— $2\frac{1}{2}$ fathoms (4^m6).

(b) *Position.*—Southward of Gusong Lampuyang, and at a distance of 4 miles 6 cables. 181° , from the tower referred to above.

Depth.— $4\frac{1}{2}$ fathoms (8^m2).

Chart affected.—No. 2761, Chinguk bay to the Strait of Sunda, (b) with plan.

Publication.—China Sea Pilot, Vol. I, 1916, pages 395, 396.

Authority.—Netherlands Government Chart. (H. 9221-20).

NEW GUINEA (PAPUA), SOUTH COAST.

Port Moresby—Alterations in leading lights and beacons.

No. 73 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1921), are republished:—

Position.—354-foot hill on Bogirohodobi (Paga) point, lat. $9^\circ 29'$ S. long. $147^\circ 09'$ E. (*approx.*).

(I) Leading lights established:

(i) Basilisk passage leading lights:

(a) Front light:

Position.—Near Yupukuri mission station, at a distance of 2.56 miles, 115° , from Bogirohodobi 354-foot summit.

Abridged description.—Lt. F., *vis.* 12 m. (P.A.)

Characteristics:

Character.—Fixed white.

Elevation.—123 feet (37^m5).

Visibility.—12 miles.

Structure.—A beacon.

(b) Rear light:

Position.—At a distance of about 2.40 cables, 054° , from front light.

Abridged description.—Lt. F., Red, *vis.* 12 m. (P.A.).

Characteristics:

Character.—Fixed red.

Elevation.—219 feet (66^m7).

Visibility.—12 miles.

Structure.—A beacon.

Remarks.—These lights in line bearing 054° lead through Basilisk passage clear of Lark patch.

(ii) Port Moresby harbour leading lights:

(a) Front light:

Position.—On the shore eastward of Tatana island, at a distance of 2.68 miles, 347° , from Bogirohodobi 354-foot Δ , and 083° from Tatana 413-foot Δ .

Abridged description.—Lt. F., Red, 25 ft. (*posn. approx.*).

Characteristics:

Character.—Fixed red.

Elevation.—25 feet (7^m6).

Structure.—A beacon.

(b) Rear light:

Position.—At a distance of 1·50 cables, 354° , from front light.

Abridged description.—Lt. F., 58 ft. (*posn. approx.*).

Characteristics:

Character.—Fixed white.

Elevation.—58 feet ($17^m 7$).

Structure.—A beacon.

Remarks.—These lights are in line when bearing 354° .

(2) Leading beacons discontinued:

Position.—In Walter bay, at a distance of about $1\frac{1}{2}$ miles eastward from Bogirohodobi point.

Details.—The two white beacons, hitherto forming the leading line through Basilisk passage, have been discontinued and are to be expunged from the charts.

(3) Lights established.

Positions.—(a) On a beacon marking the southern edge of Logolu motu motu, situated at a distance of 3·80 cables, 320° , from Bogirohodobi Δ .

(b) On the beacon which marks the northern extremity of Logolu motu motu, at a distance of 4·80 cables, 332° , from Bogirohodobi Δ .

Description.—Each a fixed red light exhibited from a large pillar beacon.

Remarks.—The beacon shown about a quarter of a cable eastward from (a) is to be expunged from chart No. 2126.

(4) Amended position of beacon:

Position (approx.).—At the western extremity of Nateara reef, at a distance of about $2\frac{1}{2}$ cables south-westward from charted position, and 3·43 miles, 190° , from Bogirohodobi 354-foot summit.

Description.—A beacon with triangle.

(5) Beacon erected:

Position (approx.).—On the north-western extremity of Vahunabada reef, at a distance of 1·42 miles, 337° , from Bogirohodobi Δ .

Description.—A beacon.

(6) Beacons to be expunged from chart:

Positions.—At distances of about $8\frac{1}{2}$, $10\frac{1}{2}$ and 12 cables respectively northward from Bogirohodobi Δ .

Description.—Each a beacon.

Note.—The note regarding the unreliability of beacons is to be expunged from chart No. 2126.

Charts affected.—No. 2126, Port Moresby, with plan of approaches.

„ 2121, Freshwater bay to Round head. (1) and (2).

Publications.—List of Lights, Part VI, 1920, No. 2787a, b, c, d. Pacific Islands Pilot, Vol. I, 1908, pages 52, 54.

Authority.—H.M.S. *Melbourne*, Hyd. Note No. 3 of 1920; and Department of Treasury, Port Moresby. (H. 6812-19 & 9113-20.)

PHILIPPINE ISLANDS—LUZON.

San Bernardino Islets and vicinity—Correction to Chart No. 3368 with regard to shoals.

No. 74 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 121 of 1921), are republished:—

Former Notice.—No. 1167 of 1920. (*This office No. 263 of 1920*).

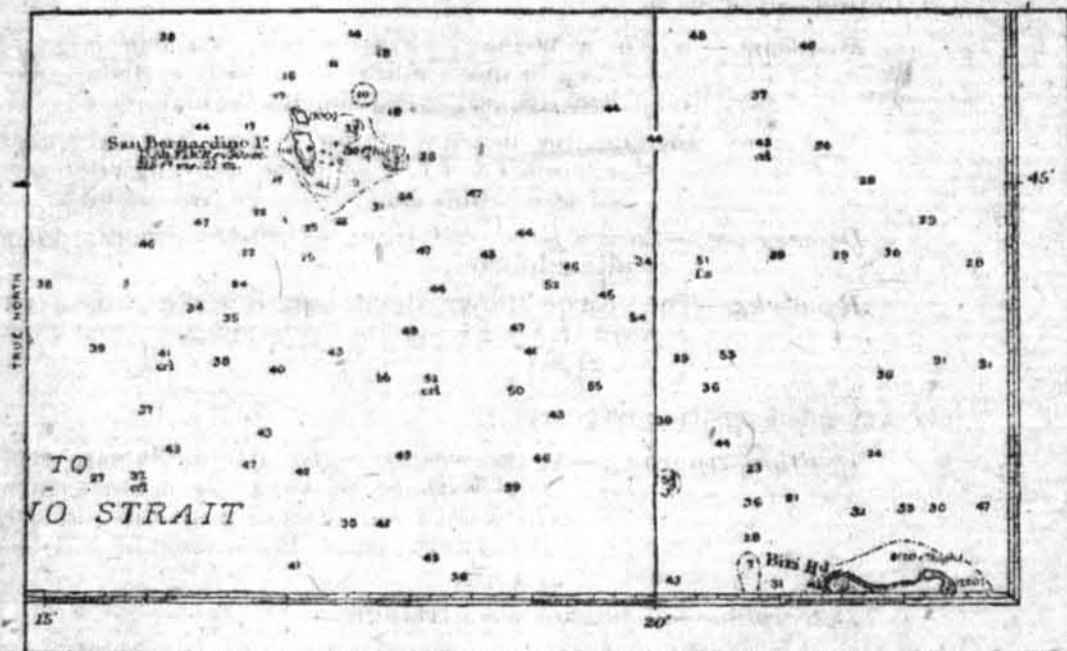
Position.—San Bernardino islet lighthouse, lat. $12^{\circ} 45' N.$, long. $124^{\circ} 17' E.$ (*approx.*).

Details.—The necessary correction to chart No. 3368 with regard to the shoals in the vicinity of San Bernardino islets notified in the former notice is shown on the accompanying reproduction of a portion of that chart.

This chart was not included in the list of charts affected in the former notice.

Chart affected.—No. 3368, Batan island to San Bernardino island, etc.

Authority.—Hydrographic Department. (*H. 9100-20.*)



Reproduction of Portion of Chart No. 3368.

JAPAN—HONSHŪ, SOUTH COAST, GULF OF TOKYO.

Fort No. 2 Light—Alteration in characteristics.

No. 75 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 122 of 1921), are republished:—

Position.—Lat. $35^{\circ} 19' N.$, long. $139^{\circ} 45' E.$ (*approx.*).

New abridged description.—(U) Lt. Occ., *ev.* 6 sec., 56 ft., *vis.* 13 m.

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every six seconds, thus:

Light,	eclipse
3 sec.	3 sec.

Elevation.—56 feet (17^m1).

Visibility.—13 miles.

Power.—200 candles.

Structure.—White square framework on concrete tower, 29 feet (8^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1920, No. 2055.

Japan Pilot, 1914, page 199.

Authority.—Tokyo, Department of Communications, Notices Nos. 1654 and 1700 of 1920. (*H.* 9043-20.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokosuka approaches—*Lights established; Light-buoy withdrawn.*

No. 76 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 123 of 1921), are republished :—

1. Lights established :

(a) *Position.*—At a distance of 5½ cables, 085°, from the eastern extremity of Natsu shima, on the eastern end of the breakwater under construction.

Natsu shima, lat. 35° 19' N., long. 139° 39' E. (*approx.*).

Abridged description.—Lt. Occ., Red ev. 4 sec., vis. 8 m. (U).

Characteristics :

Character.—Occulting red every four seconds, thus :

Light,	eclipse.
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—Red square iron tower, 35 feet (10^m7) in height.

(b) *Position.*—At a distance of 6 cables, 073°, from the eastern extremity of Natsu shima, on the north-western end of the North-east breakwater.

Abridged description.—Lt. Occ., Gn., ev., 4 sec. vis. 7 m. (U).

Characteristics :

Character.—Occulting green every four seconds, thus :

Light,	eclipse,
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—7 miles.

Power.—Under 100 candles.

Structure.—Green square iron tower, 35 feet (10 7) in height.

(c) *Position.*—At a distance of 11·9 cables, 98°, from the eastern extremity of Natsu shima, on the south-eastern end of the North-east breakwater.

Abridged description.—Lt. Occ., *ev.* 6 sec., *vi* 13 m. (U.)

Characteristics :

Character.—Occulting white every six seconds, thus :

Light.	eclipse.
3 sec.	3 sec.

Elevation.—55 feet (16^m8).

Visibility.—13 miles.

Power.—1,300 candles.

Structure.—White square iron tower 50 feet (15^m2) in height.

Remarks.—The lights are unwatched.

2. Light-buoy withdrawn :

Position.—Formerly marking Kita Nakane, near the south-eastern end of the north-east breakwater.

Description.—A light-buoy with flashing white light.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki. 1 (c), 2.

„ 996, Kii suido to Tokyo. 1 (c), 2.

„ 3334, Tokyo to Sendai bay. 1 (c), 2.

Publications.—List of Lights, Part VI, 1920, No. 2055a, b, c.
Japan Pilot, 1914, page 201.

Authority.—Tokyo Notice No. 328 of 1920. (H. 111-21.)

JAPAN—HONSHŪ, NORTH-WEST COAST.

Saruyama Saki—Light established.

No. 77 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1921), are republished :—

Position.—Lat. 37° 19' 20" N., long. 136° 42' 55" E., on chart No. 2243.

Abridged description.—Lt. Gp. Fl. (4), *ev. min.*, 696ft. *vis.* 34m.

Characteristics :

Character.—Group flashing white showing four flashes every minute thus :

Four flashes.	eclipse.
23 sec.	37 sec.

Elevation.—696 feet (212^m1).

Visibility.—34 miles, from 015° through east to 214°.

Power.—100,000 candles.

Structure.—White square concrete tower. 30 feet (9^m1) in height.

Charts affected.—No. 2243, Noto peninsula.

„ 3003, Ando zaki to Ōtose zaki.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2151a.

Japan Pilot, 1914, page 630.

Authority.—Tokyo, Department of Communications, Notice No. 1683 of 1920. (H. 9046-20.)

CHINA SEA—PALAWAN, EAST COAST.

Puerto Princesa (Port Royalist)—Amendments to chart.

No. 78 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1921), are republished:—

Position.—Saboruko point, lat. $9^{\circ} 44' N.$, long. $118^{\circ} 43' E.$ (*approx.*).

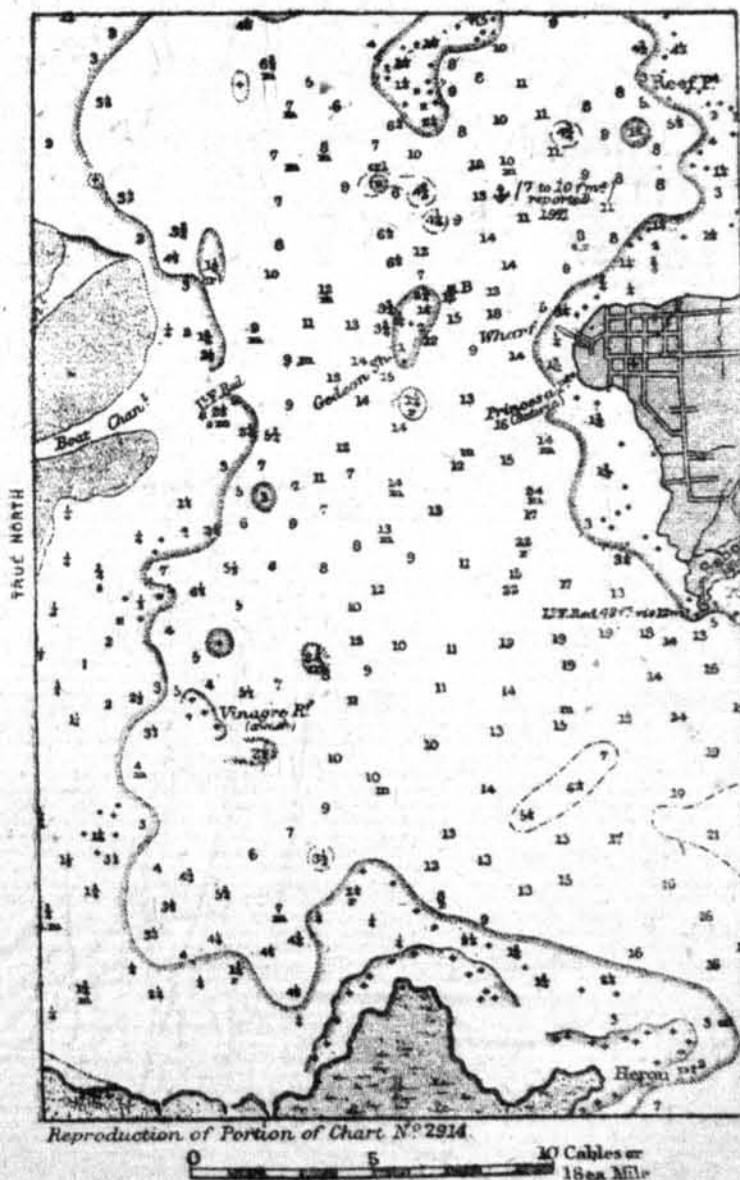
Details.—The accompanying reproduction of a portion of chart No. 2914 shows the necessary amendment to that chart with regard to rocks and shoals and the establishment of a light in Puerto Princesa. The extension of the wharf near Princesa point is also shown on the reproduction.

Chart affected.—No. 2914, Puerto Princesa.

Publications.—List of Lights, Part VI, 1920, No. 1131.

Eastern Archipelago Pilot, Part I, 1911, pages 100, 101, 102.

Authority.—U. S. A. Government Chart. (*H. 9085-20.*)



W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 30, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 14th March 1921.

The 14th March 1921.

AUSTRALIA, SOUTH COAST—VICTORIA.

Port Phillip—Amended tidal information and caution regarding depth in entrance.

No. 87 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 152 of 1921), are republished:—

Position.—Queenscliff, lat. $38^{\circ} 16' S.$, long. $144^{\circ} 40' E.$ (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 2747 and 1171 show the necessary corrections to those charts with regard to the information concerning tides and tidal streams and to the cautionary note regarding the navigability of the entrance to Port Phillip.

Note.—The H. W. F. & C. at Lonsdale point is to be amended on charts Nos. 1695b and 3169.

Charts affected.—No. 2747, Entrance to Port Phillip.
„ 1171, Port Phillip.
„ 1695b, Bass strait—western sheet.
„ 3169, Port Phillip to Gabo island.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 86.

Authority.—H.M.S. *Renown*, Remark Book, 1920, and Melbourne General Notice to Mariners. (H. 8705-20.)

TIDES AND TIDAL STREAMS

In the Entrance it is H.W.F. & C. at $XI^h 37^m$ approximately
 Lonsdale Pt. Spr. rise 7 ft. Neaps rise $\frac{1}{2}$ ft.
 Queenscliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 6 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

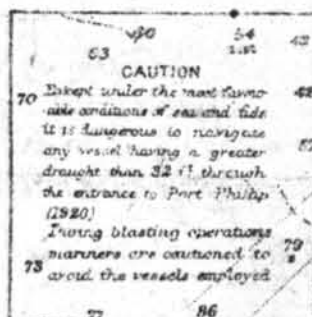
Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.

Blue flag at half mast indicates first quarter of ingoing stream
 masthead second
 Red flag at half mast third
 masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

Arthur's Seat with South Channel Leading Lights in line. (O.T.S. 81° E. Mag.)



Reproduction of Portions of Chart No. 2147.

TIDES AND TIDAL STREAMS

In the Entrance it is H.W.F. & C. at $XI^h 37^m$ approximately
 Lonsdale Pt. Spr. rise 7 ft. Neaps rise $\frac{1}{2}$ ft.
 Queenscliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.

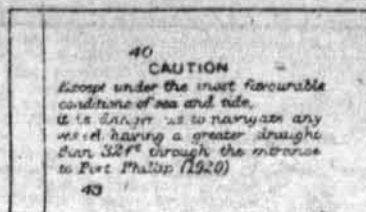
Blue flag at half mast indicates first quarter of ingoing stream
 masthead second
 Red flag at half mast third
 masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

TIME SIGNAL

A flag is dipped at the Signal Station, Queenscliff at 1 P.M. Standard mean time corresponding to $15^h 0^m 0^s$ G.M.T.



Reproduction of Portions of Chart No. 2761.

SUMATRA, WEST COAST—ENGANO ISLAND.

Engano Bay—Amendment to chart with regard to shoals.

No. 88 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 160 of 1921), are republished:—

• *Position.*—Kowabi point, lat. $5^{\circ} 29' S$, long. $102^{\circ} 22' E$. (approx.).

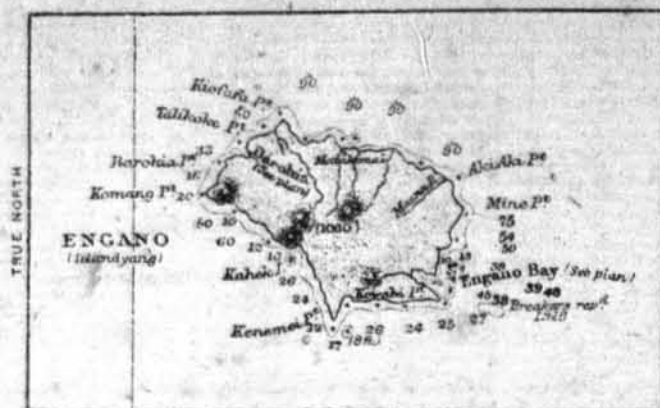
Details.—The accompanying reproduction of a portion of chart No. 2761, and of the plan of Engano bay on that chart, shows the necessary corrections with regard to shoals in Engano bay.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1916, page 468.

Authority.—Netherlands Government Chart. (H. 9213-20.)





Reproduction of Portions of Chart N° 2761.

0 5 10 15 20 Sea Miles.

CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Lahou—Existence of shoals westward of.

No. 89 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 168 of 1921), are republished :—

Position.—At a distance of about 1½ miles westward of Lahou village.

Lat. $3^{\circ} 04' 18''$ S., long. $121^{\circ} 02' 30''$ E.

Description.—Three rocky shoals lying close together, over which there is a least depth of 2 fathoms ($3^m 7$).

Remarks.—This depth is to be placed on the charts in the above position, and the depth of 15 fathoms close north-westward of it is to be expunged.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 941b, Eastern archipelago—sheet 2.

„ 942a, Eastern archipelago—sheet 3.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 465.

Authority.—Hague Notice No. 33 of 1921. (*H. 284-21.*)

AUSTRALIA—QUEENSLAND.

Cairns Harbour entrance—Remains of fairway beacon marked by buoy.

No. 90 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 169 of 1921), are republished :—

Former Notice.—No. 1491 of 1920. (*This office No. 69 of 1920.*)

Position.—Lat. $16^{\circ} 51'$ S., long. $145^{\circ} 49'$ E. (*approx.*).

Details.—There is now a least depth of 5 feet ($1^m 5$) over the remains of the Fairway beacon, which was destroyed in the year 1918.

The above depth, encircled by a danger line, is to be inserted on the charts in the position of the beacon.

Remarks.—The remains of the beacon are marked by a black buoy.

Note.—The note “(*remains of*)” is to be added to the description of the beacon on the charts.

Charts affected.—No. 3133, Cairns harbour.
 „ 2350, Double point to Cape Grafton.
 „ 2924, Cape Grafton to Hope islands.

Publication.—Australia Pilot, Vol. IV, 1917, page 200; Revised Supplement, 1920.

Authority.—Brisbane Notice No. 5 of 1920. (*H.* 234-21.)

PORTUGUESE EAST AFRICA.

Lourenco Marques—Amended limits of anchorages; Existence of wreck.

No. 91 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 177 of 1921), are republished:—

Position.—British consulate, lat. $25^{\circ} 58' S.$, long. $32^{\circ} 35' E.$ (*approx.*).

(1) Anchorages:

(a) Mercantile anchorage:

Details.—The mercantile anchorage in Espirito Santo river now lies between the following limits:—

- (i) A line drawn in a 225° direction from a point situated 1.53 miles, 285° , from the southern corner of the British consulate.
- (ii) A line drawn in a 210° direction from a point situated one mile, 273° , from the southern corner of the British consulate.

(b) Man-of-war anchorage:

Details.—The man-of-war anchorage now lies between the following limits:—

- (i) A line drawn in a 211° direction from a point situated 5.5 cables, 217° , from the southern corner of the British consulate.
- (ii) A line drawn in a 227° direction from a point situated 1.03 miles, 155° , from the southern corner of the British consulate.

(c) Prohibited anchorage:

Details.—Anchorage is prohibited between the seaward limit of the mercantile anchorage and the north-western limit of the man-of-war anchorage defined above.

(d) Quarantine anchorage:

Details.—The quarantine anchorage lies between the seaward limit of the man-of-war anchorage and the northern limit of Polana dredged channel (produced to the shore bank).

Existence of wreck:

Position.—Stem of wreck, at a distance of 9.0 cables, 239° , from the southern corner of the British consulate.

Description.—Wreck of S.S. *Engineer* with masts and funnel showing above high water.

The wreck is about 400 feet (121^m9) in length and lies heading in a 297° direction.

Charts affected.—No. 646, Lourenço Marques.

„ 644, Delagoa bay (2).

Publication.—Africa Pilot, Part III, 1915, page 198.

Authority.—H. M. S. *Lowestoft*, Hyd. Note No. 11 of 1920. (H. 9203-20.)

CELEBES, WEST COAST

Tana Keke Strait—Beacon erected; Buoys withdrawn; Existence of shoal.

No. 92 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 178 of 1921), are republished:—

(1) Beacon erected:

Position.—Lat. $5^{\circ} 28' 40''$ S., long. $119^{\circ} 19' 15''$ E.

Description.—A black cone beacon.

(2) Buoys withdrawn:

(a) *Position.*—Lat. $5^{\circ} 28'$ S., long. $119^{\circ} 19'$ E. (approx.).

Description.—Black can buoy with truncated cone topmark.

(b) *Position.*—Lat. $5^{\circ} 27'$ S., long. $119^{\circ} 20'$ E. (approx.).

Description.—White conical buoy with ball topmark.

(3) Existence of shoal:

Position.—Lat. $5^{\circ} 27' 36''$ S., long. $119^{\circ} 21' 00''$ E.

Depth.— $2\frac{1}{2}$ fathoms (4^m1).

Charts affected.—No. 1293, Approaches to Makassar.

„ 2637, South part of the Strait of Makassar (1) and (2).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 382.

Authority.—Hague Notice No. 1738 of 1920. (H. 6100-20.)

JAPAN, SHIKOKU, WEST COAST—YAWATAHAMA KO APPROACH.

Sa Shima—Light established.

No. 93 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 183 of 1921), are republished:—

Position.—On the northern side of Sa shima.

Lat. $33^{\circ} 26' 17''$ N., long. $132^{\circ} 21' 37''$ E.

Abridged description.—F., 125 ft. 8 m. (U).

Characteristics:

Character.—Fixed white.

Elevation.—125 feet (38^m1).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White wooden tripod, 6 feet (1^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1587, Yawatahama ko and approaches,

„ 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi kaikyo to O shima.

Publications.—List of Lights, Part VI, 1920, No. 1934a.
Japan Pilot, 1914, page 112.

Authority.—Tokyo, Department of Communications, Notice No. 1779 of 1920. (H. 373-21.)

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Aye (i) Reef—Beacon discontinued.

• No. 94 (second publication).—

Subject.—The black square beacon on Aye (i) Reef has been destroyed. The beacon will not be re-established.

Position.—On the southern end of Aye (i) Reef.

Lat. 13° 58½' S., long. 143° 50½' E. on Chart No. 2921.

Description.—A black square beacon.

Note.—No further notice will be given.

Charts affected.—No. 2921, Claremont Point to Cape Direction.

„ 2922, Turtle Group to Claremont Point.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 255.

Authority.—Melbourne Notice No. 1 of 1921.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Ellis Islet—Beacon to be discontinued.

No. 95 (second publication).—

Subject.—The black square beacon (No. VII.) on Ellis Islet will be discontinued on or about 30th April 1921.

Position.—On the centre of Ellis Islet.

Lat. 13° 22½' S., long. 143° 41½' E. on Chart No. 3762.

Description.—A black square beacon (No. VII.).

Note.—No further notice will be given.

Charts affected.—No. 3762, Hay Island to Bow Reef.

„ 2921, Claremont Point to Cape Direction.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 265.

Authority.—Melbourne Notice No. 2 of 1921.

Abridged description.—Lt. F.

Description.—A fired white light.

Remarks.—The wharf, which is about half a cable in width, is to be shown on the chart as extending as far as the light.

(2) Alteration in light-buoy :

Position.—Off the western side of Tori Guri shoal.

Lat. $37^{\circ} 05' N.$, long. $137^{\circ} 00' E.$ (*approx.*).

Alteration.—The light on this light-buoy has been altered from flashing red to *flashing white every five seconds*, thus :

Flash,	eclipse,
1 sec.	4 sec.

Chart affected.—No. 3614, Nanao wan.

Publications.—List of lights, Part VI, 1920, No. 2150 (Remarks).

Japan Pilot, 1914, pages 637, 638 ; Supplement No. 4, 1920.

Authority.—H.M.S. *Colombo*, Remark Book, 1920. (*H. 406-21.*)

AUSTRALIA—QUEENSLAND.

Fitzroy River—Lights to be expunged from chart ; Caution.

No. 81 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 207 of 1921), are republished :—

Position.—Cardigan Point, lat. $23^{\circ} 33' S.$, long. $150^{\circ} 56' E.$ (*approx.*).

Details.—All lights at Port Alma and in the Fitzroy river westward of the meridian of longitude $150^{\circ} 54' E.$ are to be expunged from chart No. 363.

Caution.—The cautionary note regarding the necessity for local knowledge in navigating above Cardigan Point is to be expunged from the chart and the following inserted in its place :—

“ CAUTION.”

“ Owing to the shifting nature of the shoals and the general intricacies of the channels in the Fitzroy River, only the outer lights are shown. Strangers should not attempt to enter without a Pilot.”

Note.—A new edition of chart No. 363 embodying these corrections will shortly be published.

Chart affected.—No. 363, Keppel Bay and Islands.

Publications.—List of Lights, Part VI, 1920, Nos. 2665 to 2673 and 2676, 2677.

Australia Pilot, Vol. IV, 1917, pages 58 to 60.

Authority.—Hydrographic Department. (*H. 9177-20.*)

JAPAN—KIUSIU, WEST COAST, NAGASAKI HARBOUR.

Kageno Shima light—Alteration in sectors.

No. 82 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 221 of 1921), are republished:—

Position.—On the northern side of Kageno shima. *

Lat. $32^{\circ} 42'$ N., long. $129^{\circ} 49'$ E. (*approx.*).

Alteration.—The sector of this *occulting red* light which was obscured over Osone, between the bearings 243° and 262° , has been discontinued. The light is now visible from 098° to 203° and from 230° to 304° , being obscured elsewhere.

Charts affected.—No. 2815, Nagasaki harbour.

„ 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1920, No. 1890.

Japan Pilot, 1914, page 462; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications Notice, No. 1824 of 1920. (*H.* 382-21.)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Light established.

No. 83 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 224 of 1921), are republished:—

Position.—On the northern side of Balabalagan.

Lat. $2^{\circ} 32' 24''$ S., long. $117^{\circ} 57' 00''$ E.

Abridged description.—Lt. Occ. *ev.* 4 sec. 143 ft., vis. 17 m.

Characteristics:

Character.—Occulting white every four seconds, thus:

Light,	eclipse.
2 sec.	2 sec.

Elevation.—143 feet (43m6).

Visibility.—17 miles.

Structure.—White iron framework, 131 feet (39m9) in height.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 1263, China sea.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1920, No 1026a.

Eastern Archipelago Pilot, Part II, 1913, page 359.

Authority.—Hague Notice No. 132 of 1921. (*H.* 285-21.)

RED SEA—JUBAL STRAIT APPROACH.

Jifatin Kebir—Lights established.

No. 84 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 225 of 1921), are republished:—

Position.—Near the eastern side of Jifatin Kebir.

Lat. $27^{\circ} 12' 45''$ N., long. $33^{\circ} 56' 15''$ E.

Abridged description.—2 electric lts. (*occasl.*).

Description.—Two 500-candle power electric lights.

Remarks.—These lights are used by the Anglo-Egyptian Oilfields Ltd., and are to be marked “(Occasional)” on the charts.

Charts affected.—No. 2838, Strait of Jubah.
 „ 757, Gulf of Suez.
 „ 8a, Red sea—sheet 1.

Publications.—List of Lights, Part V, 1920, No. 2174 (Remarks).
 Red Sea, etc., Pilot, 1909, page 113.

Authority.—Alexandria Notice No. 14 of 1920. (*H.* 237-21.)

INDIA, WEST COAST.

Rajpuri Point—*Derelict reported south-westward of.*

No. 85 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 32M. of 1921), are republished :—

Date sighted 20th February 1921.

Position.—At a distance of about 14 miles 250° from Rajpuri Point Lighthouse.

Lat. $18^{\circ} 14' 00''$ N.

Long. $72^{\circ} 42' 00''$ E.

Details.—The Master of ss. “Canara” reports having passed apparently a timber-laden derelict dhow awash in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Vizian-
 drag.

„ 826, Karachi to Venguria.

Authority.—The Port Officer, Bombay, dated the 21st February 1921.

RED SEA, EASTERN SHORE.

Kamaran Passage, Southern Approach—*Buoy out of position.*

No. 86 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1921), are republished :—

Details.—The portland red conical buoy with staff and cylinder top mark, which was moored at a distance of $3\frac{3}{10}$ cables 26° from the beacon on Ras el Bayadh, is reported out of position and now lies approximately in the following position.

Position approximate.—At a distance of about 3 cables 35° from the charted position.

Caution.—Mariners are hereby warned accordingly.

Chart affected.—No. 543, Kamaran Passage and southern approach.

Publications.—Red Sea and Gulf of Aden Pilot, 1909, page 364;
 Revised Supplement (3), 1917.

Authority.—Port Officer, Aden, Telegram dated 24th February 1921.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, APRIL 6, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPT., R.I.M.,
Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 31st March 1921.

CHINA, EAST COAST—YUNG RIVER APPROACH.

Tse Le (Square Island)—Alteration in fog-signal.

No. 96 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 237 of 1921), are republished:—

Position.—Lat. 30° 00' N., long. 121° 45' E. (approx.).

Alteration.—The bell has been discontinued and replaced by a gun-signal consisting of two guns fired with an interval of *two minutes* between them, *every five minutes*, thus:

Remarks.—When a vessel's fog-signal is heard a warning gun is fired followed by an interval of *five minutes*, after which the signal described above is made and repeated as long as the vessel's fog-signal, indicating that she is under way, continues to be heard.

Note.—The note "(occasl.)" is to be inserted against this fog-signal on the charts.

Charts affected.—No. 1592, Yung river and approaches.

" 1429, Nimrod sound to Yung river.

" 1199, Kue shan islands to the Yang tse kiang.

Publications.—List of Lights, Part VI, 1920, No. 1563.

China Sea Pilot, Vol. V, 1912, page 356.

Authority.—Shanghai Notice No. 714 of 1920. (H. 520-21.)

CHINA, SOUTH COAST.

Hongkong Harbour—Amendments to charts with regard to buoyage.

No. 97 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 238 of 1921), are republished :—

Position.—Kau lung point, lat. $22^{\circ} 18' N.$, long. $114^{\circ} 10' E.$ (*approx.*).

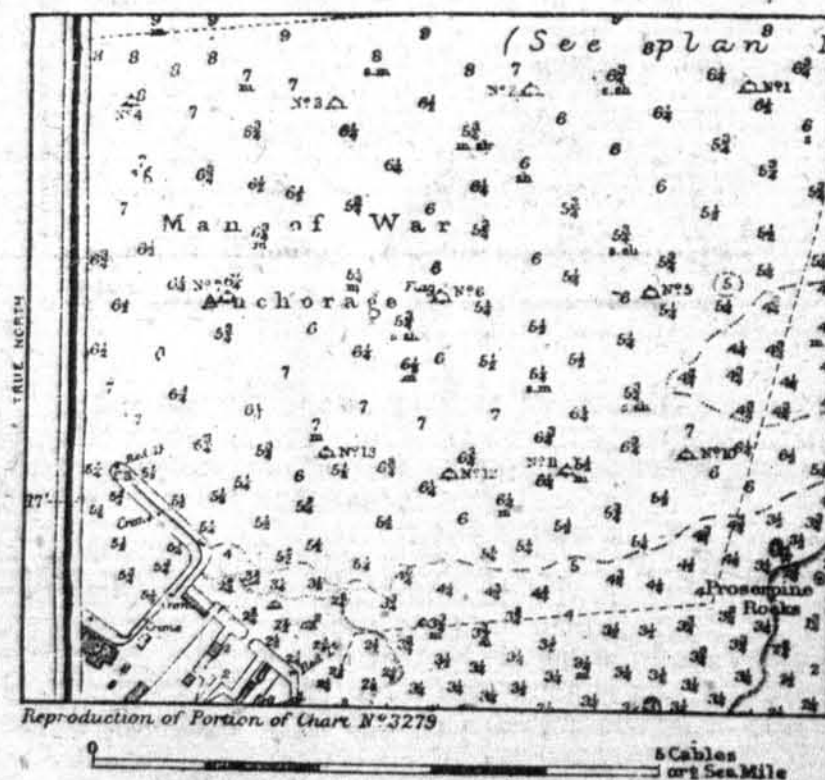
Details.—The mooring-buoys in the Man-of-War anchorages off the Royal Naval depôt near Kau lung point and off the city of Victoria have been extensively altered both as regards positions and numbers, as shown on the accompanying reproductions of portions of charts Nos. 3279 and 3280.

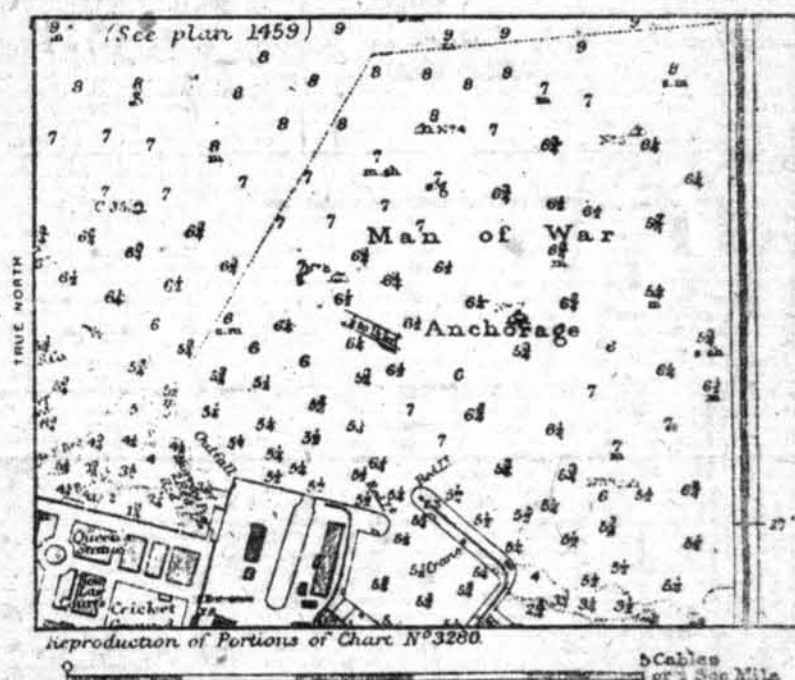
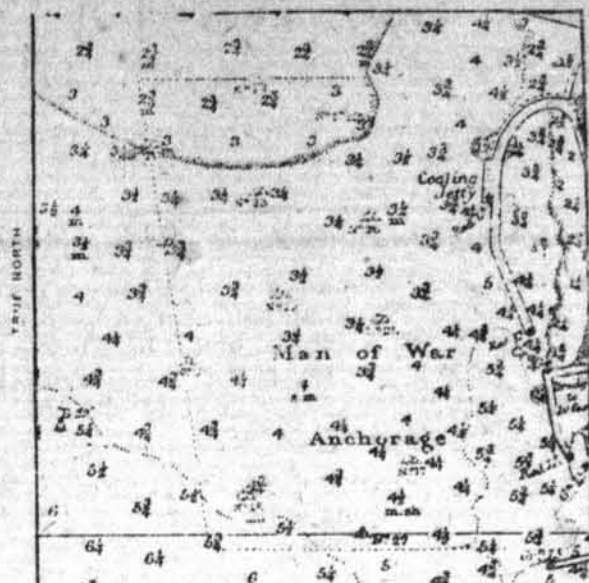
Remarks.—A new edition of chart No. 1459 embodying these corrections is in course of preparation and will be issued shortly.

Charts affected.—No. 3279, Hongkong waters—East.

„ 3280, Hongkong waters—West.

Authority.—King's Harbour Master, H.M. Dockyard, Hongkong.
(H. 4970-20)





JAPAN, HONSHŪ—WAKASA BAY APPROACH.

Genatsu se—Amendments to charts with regard to position and depths.

No. 98 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 239 of 1921), are republished:—

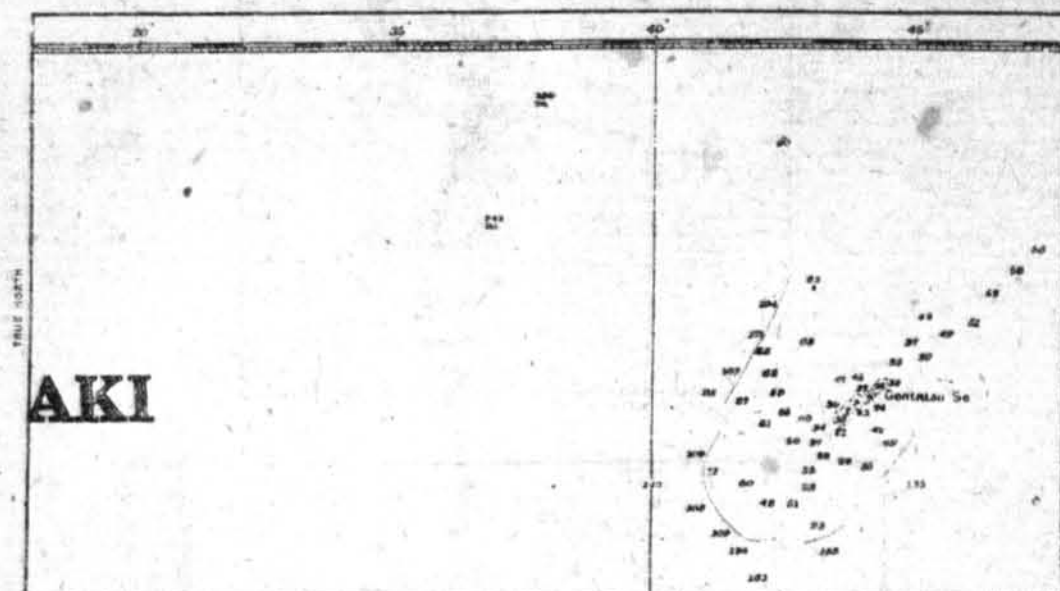
Position.—Lat. $36^{\circ} 13' N.$, long. $135^{\circ} 44' E.$

Details.—The accompanying reproductions of portions of charts Nos. 2174, 1495 and 2347 show the amended position of and depth over *Genatsu se*, together with amended depths in vicinity.

Charts affected.—No. 2174, Amarube zaki to Ando zaki.
 „ 1495, Aburatani bay to Ando zaki.
 „ 2347, Honshū, Kiusiu and Shikoku, &c.
 „ 2459, North-west Pacific ocean, &c

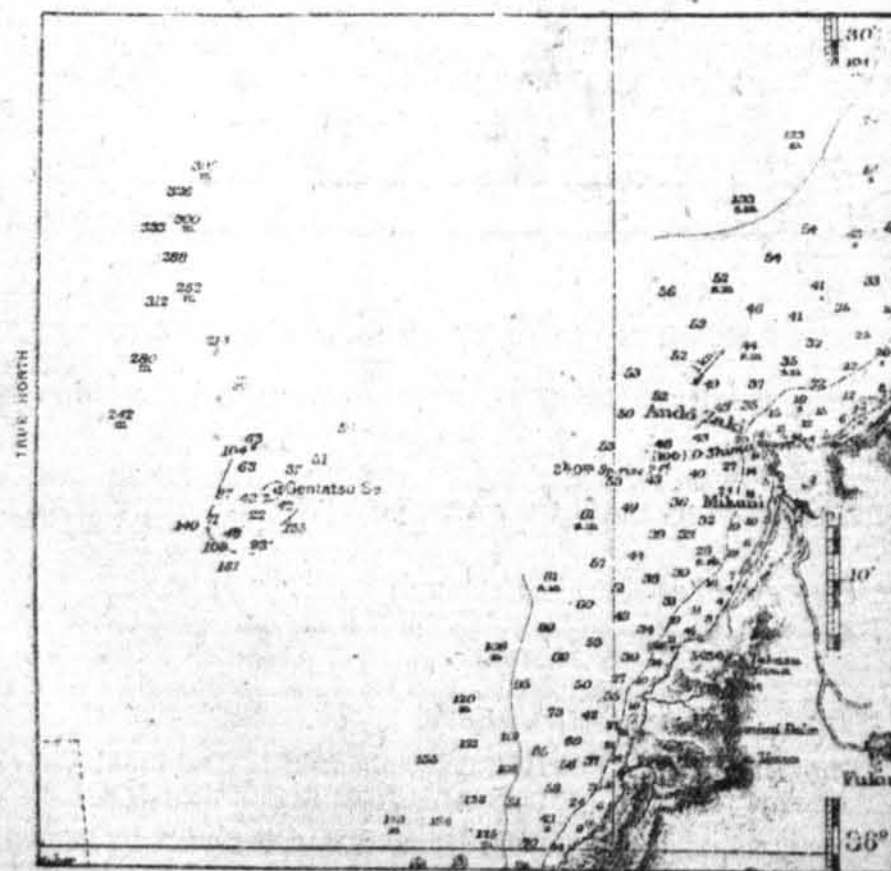
Publication.—Japan Pilot, 1914, page 627.

Authority.—Tokyo Notice No. 303 of 1920. (*H.* 101-21.)

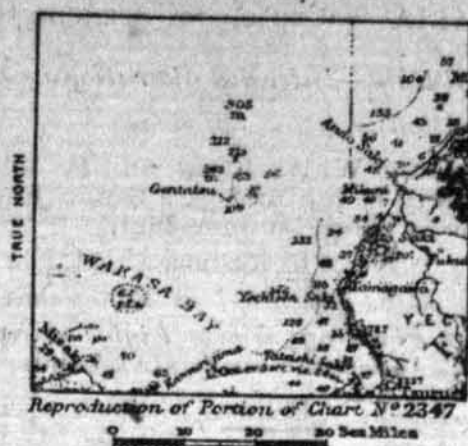


Reproduction of Portion of Chart No. 2176.

0 5 Sea Miles



Reproduction of Portion of Chart No. 1055.



SUMATRA, EAST COAST—BANKA STRAIT.

Amelia bank—Decreased depth on shodl.

No. 99 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 257 of 1921), are republished:—

Position.—At a distance of about 6 miles south-westward from Tanjong Puni.

Lat. $2^{\circ} 13' 00''$ S., long. $105^{\circ} 14' 50''$ E., on chart No. 3471.

Depth.—3 fathoms (5^m5).

Remarks.—The above depth is to be substituted for the depth of $4\frac{1}{2}$ fathoms shown on the charts in this position.

Charts affected.—No. 3471, Banka strait.

„ 2597, Banka strait.

„ 2149, Banka and Gaspar straits.

„ 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II, 1915, page 110.

Authority.—U.S.A. Hyd. Office Notice No. 101 of 1921. (H. 643-21.)

TASMANIA—SOUTH COAST.

Maatsuyker Isles Light—Intended alteration in characteristics.

No. 100 (*first publication*).—

Subject.—The power of the Group Flashing White Light on the south-west Maatsuyker Isle will be increased, and the duration of the flashes will be reduced to 2-6/10 seconds on or about 21st May 1921.

Position.—On the south end of the south-west Maatsuyker Isle.

Lat. $43^{\circ} 40'$ S., long. $146^{\circ} 17'$ E., on chart No. 1079.

Character.—Group Flashing White Light, showing two flashes every thirty seconds; duration of flashes about 2-6/10 seconds.

Power.—150,000 candles.

Remarks.—The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1079, Tasmania.

„ 2759b, Australia, southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920 No. 2842.

Australia Pilot, Vol. II, 1918, page 336.

Authority.—Melbourne Notice No. 3 of 1921.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Eastern Shoal light—Intended alteration in character

No. 101 (first publication).—

Subject.—The Flashing White Light on the north end of Eastern Shoal will be replaced by a Group Flashing White Light (U), on or about 1st June 1921.

Position.—On the north end of Eastern Shoal.

Lat. $33^{\circ} 05' S.$, long. $137^{\circ} 48' E.$, on chart No. 2389.

Character.—Group Flashing White Light showing two flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

Remarks.—The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 403, Wood Point to Lowly Point.

„ 2389, St. Vincent and Spencer Gulfs.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2336.

Australia Pilot, Vol. I, 1918, page 222.

Authority.—Melbourne Notice No. 4 of 1921.

TASMANIA—WEST COAST.

Cape Sorell light—Intended alteration in characteristics.

No. 102 (first publication).—

Subject.—The power of the alternating Flashing White and Red Light on Cape Sorell will be increased, and the duration of the flash will be reduced to $2\frac{1}{4}$ seconds, on or about 21st June 1921.

Position.—Lat. $42^{\circ} 11' S.$, long. $145^{\circ} 10' E.$, on chart No. 1079.

Character.—Alternating Flashing White and Red Light, showing one flash every twenty-two and a-half seconds; duration of flash about $2\frac{1}{4}$ seconds.

Power.—White light, 84,000 candles; Red light, 33,000 candles.

Remarks.—The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1629, Macquarie Harbour.

„ 1079, Tasmania.

„ 2759b, Australia, southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2843.

Australia Pilot, Vol. II, 1918, page 307.

Authority.—Melbourne Notice No. 5 of 1921.

AUSTRALIA—SOUTH-EAST COAST.

Gabo Island lighthouse—Alteration in fog-signal.

No. 103 (first publication).—

Subject.—The explosive fog-signal at the Gabo Island Lighthouse has been altered from two explosive rockets in quick succession every five minutes to one explosive rocket every five minutes.

Position.—Lat. $37^{\circ} 31\frac{1}{4}'$ S., long. $149^{\circ} 55\frac{1}{4}'$ E., on chart No. 1017.

Note.—No further notice will be given.

Charts affected.—No. 1017, Gabo Island to Montagu Island.
 „ 1211, Gabo Island to Port Jackson.
 „ 3169, Port Phillip to Gabo Island
 „ 2759b, Australia, southern portion.
 „ 788, Melbourne to Cape Horn, Western sheet.
 „ 780, Pacific Ocean, South-west sheet.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2508.

Australia Pilot, Vol. II, 1918, page 205.

General Notice to Mariners respecting Navigation in Victorian Waters, 1918, pages 6 and 150.

Authority.—Melbourne Notice No. 6 of 1921.

INDIA, BAY OF BENGAL.

Calcutta—Automatic wireless time-signals.

No. 104 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 36M. of 1921), are republished :—

Former Notice.—No. 76M. of 1918 (This office No. 261 of 1918 ; Admiralty No. 1285 of 1918) hereby cancelled.

Position.—Fort William, lat. $22^{\circ} 33' 31''$ N., long. $88^{\circ} 20' 16''$ E.

Details.—Wireless time-signals, in accordance with the system adopted by the International Time Convention are sent cut twice daily controlled from the Alipore Observatory at Calcutta by automatic apparatus.

The signals are made at 7h. 00m. and 19h. 00m. Standard Time, corresponding to 1h. 30m. and 13h. 30m. G. M. T., respectively, as follows :—

Preparative signals.

A series of the letter “X” of the Morse code from 6h. 57m. 00s. and 18h. 57m. 00s. followed by three *dashes* ending at 6h. 58m. 00s. and 18h. 58m. 00s.

First series of time signals.

From 6h. 58m. 08s. and 18h. 58m. 08s., the letter “N” of the Morse code, repeated every 10 seconds, the *dot* being made at each even 10 seconds ; followed by three *dashes* ending at 6h. 59m. 00s. and 18h. 59m. 00s.

Second series of time signals.

From 6h. 59m. 06s. and 18h. 59m. 06s., the letter “G” of the Morse code repeated every 10 seconds, the *dot* being made at each even 10 seconds ; followed by three *dashes* ending at 7h. 00m. 00s. and 19h. 00m. 00s.

Excepting in the letter “X” the *dashes* are of one second and the *dots* of a quarter of a second duration, each sign being separated from the one which immediately follows in the same group by an interval of one second duration.

The wave length used is 2,000 metres.

Remarks.—Should the signal be inaccurate it will be followed by the “Erase” signal of nine or more dots and the words “signal failed.”

Chart affected.—No. 748b, Indian Ocean, northern portion.

Publications.—List of Lights and Time-Signals, Part VI, 1921, No. 5018.

Bay of Bengal Pilot, 1910, page 307.

Authority.—The Director-General of Posts and Telegraphs, Simla (No. 330SE-W., dated 18th February 1921).

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light-vessel—Temporarily replaced by another light-vessel.

No. 105 (first publication) —

Subject.—From about the 1st April 1921, the unattended Bombay Floating light-vessel will be withdrawn for a month from her station and replaced by a light-vessel painted red having three masts.

By night.—She will exhibit a white light revolving once in every 20 seconds.

Position.—Lat. $18^{\circ} 50' N.$, long. $72^{\circ} 44' E.$

Charts temporarily affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian sea.

Publications.—List of Lights, Part VI, 1920, No. 384.
West Coast of India Pilot, 1919, page 220.

Authority.—The Director, Royal Indian Marine, Bombay, telegram dated 30th March 1921.

A. E. HAROLD, CAPT., R.I.M.,
Port Officer of Calcutta.

The 14th March 1921.

AUSTRALIA, SOUTH COAST—VICTORIA.

Port Phillip—Amended tidal information and caution regarding depth in entrance.

No. 87 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 152 of 1921), are re-published:—

Position.—Queenscliff, lat. $38^{\circ} 16' S.$, long. $144^{\circ} 40' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 2747 and 1171 show the necessary corrections to those charts with regard to the information concerning tides and tidal streams and to the cautionary note regarding the navigability of the entrance to Port Phillip.

Note.—The H. W. F. & C. at Lonsdale point is to be amended on charts Nos. 1695b and 3169.

Charts affected.—No. 2747, Entrance to Port Phillip.

„ 1171, Port Phillip.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Gabo island.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 86.

Authority.—H.M.S. *Benbow*, Remark Book, 1920, and Melbourne General Notice to Mariners. (H. 8705-20.)

TIDES AND TIDAL STREAMS

In the Entrance it is H.W.E. & C. at $XI^h 37^m$ approximately
 Lonsdale Pt. Spr. rise 7 ft. Neaps rise $5\frac{1}{2}$ ft.
 Queens Cliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

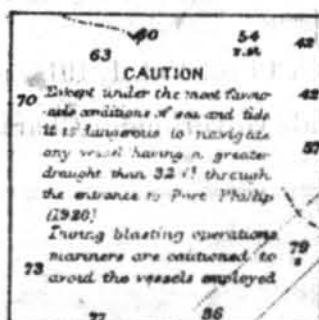
Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.

Blue flag at half mast indicates first quarter of ingoing stream
 masthead second
 Red flag at half mast third
 masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

(Arthur's Seat with South Channel Leading Lights in line, 10 h 15 m 31 s E. Map.)



Reproduction of Portions of Chart No 2747.

TIDES AND TIDAL STREAMS

In the Entrance it is H.W.F. & C. at $XI^h 37^m$ approximately
 Lonsdale Pt. Spr. rise 7 ft. Neaps rise $5\frac{1}{2}$ ft.
 Queens Cliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.

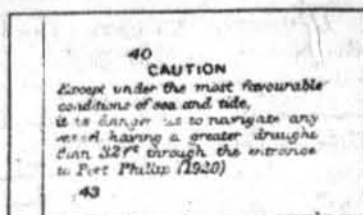
Blue flag at half mast indicates first quarter of ingoing stream
 masthead second
 Red flag at half mast third
 masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

TIME SIGNAL

A flag is dipped at the Signal Station, Queens Cliff at 1 P.M.
 Standard mean time corresponding to 15 h 0 m 0 s G.M.T.



Reproduction of Portions of Chart, N° 1171.

SUMATRA, WEST COAST—ENGANO ISLAND.

Engano Bay—Amendment to chart with regard to shoals.

No. 88 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 160 of 1921), are republished:—

Position.—Kowabi point, lat. $5^{\circ} 29' S.$, long. $102^{\circ} 22' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 2761, and of the plan of Engano bay on that chart, shows the necessary corrections with regard to shoals in Engano bay.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1916, page 468.

Authority.—Netherlands Government Chart. (*H. 9219-20.*)





Reproduction of Portions of Chart No. 2761.

0 5 10 20 Sea Miles.

CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Lahou—Existence of shoals westward of.

No. 89 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 168 of 1921), are republished :—

Position.—At a distance of about $1\frac{1}{4}$ miles westward of Lahou village.

Lat. $3^{\circ} 04' 18''$ S., long. $121^{\circ} 02' 30''$ E.

Description.—Three rocky shoals lying close together, over which there is a least depth of 2 fathoms (3^m7).

Remarks.—This depth is to be placed on the charts in the above position, and the depth of 15 fathoms close north-westward of it is to be expunged.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 941b, Eastern archipelago—sheet 2.

„ 942a, Eastern archipelago—sheet 3.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 465.

Authority.—Hague Notice No. 33 of 1921. (*H.* 284-21.)

AUSTRALIA—QUEENSLAND.

Cairns Harbour entrance—Remains of fairway beacon marked by buoy.

No. 90 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 169 of 1921), are republished :—

Former Notice.—No. 1491 of 1920. (*This office No. 69 of 1920.*)

Position.—Lat. $16^{\circ} 51'$ S., long. $145^{\circ} 49'$ E. (*approx.*).

Details.—There is now a least depth of 5 feet (1^m5) over the remains of the Fairway beacon, which was destroyed in the year 1918.

The above depth, encircled by a danger line, is to be inserted on the charts in the position of the beacon.

Remarks.—The remains of the beacon are marked by a black buoy.

Note.—The note “(remains of)” is to be added to the description of the beacon on the charts.

Charts affected.—No. 3133, Cairns harbour.

„ 2350, Double point to Cape Grafton.

„ 2924, Cape Grafton to Hope islands.

Publication.—Australia Pilot, Vol. IV, 1917, page 200; Revised Supplement, 1920.

Authority.—Brisbane Notice No. 5 of 1920. (*H.* 234-21.)

PORTUGUESE EAST AFRICA.

Lourenco Marques—Amended limits of anchorages; Existence of wreck.

No. 91 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 177 of 1921), are republished:—

Position.—British consulate, lat. $25^{\circ} 58' S.$, long. $32^{\circ} 35' E.$ (*approx.*).

(1) Anchorages:

(a) Mercantile anchorage:

Details.—The mercantile anchorage in Espirito Santo river now lies between the following limits:—

(i) A line drawn in a 225° direction from a point situated 1.53 miles, 285° , from the southern corner of the British consulate.

(ii) A line drawn in a 210° direction from a point situated one mile, 273° , from the southern corner of the British consulate.

(b) Man-of-war anchorage:

Details.—The man-of-war anchorage now lies between the following limits:—

(i) A line drawn in a 211° direction from a point situated 5.5 cables, 217° , from the southern corner of the British consulate.

(ii) A line drawn in a 227° direction from a point situated 1.03 miles, 155° , from the southern corner of the British consulate.

(c) Prohibited anchorage:

Details.—Anchorage is prohibited between the seaward limit of the mercantile anchorage and the north-western limit of the man-of-war anchorage defined above.

(d) Quarantine anchorage:

Details.—The quarantine anchorage lies between the seaward limit of the man-of-war anchorage and the northern limit of Polana dredged channel (produced to the shore bank).

Existence of wreck:

Position.—Stem of wreck, at a distance of 9.0 cables, 239° , from the southern corner of the British consulate.

Description.—Wreck of S.S. *Engineer* with masts and funnel showing above high water.

The wreck is about 400 feet (121^m9) in length and lies heading in a 297° direction.

Charts affected.—No. 646, Lourenço Marques.

„ 644, Delagoa bay (2).

Publication.—Africa Pilot, Part III, 1915, page 198.

Authority.—H. M. S. *Lowestoft*, Hyd. Note No. 11 of 1920. (*H.* 9203-20.)

CELEBES, WEST COAST.

Tana Keke Strait—Beacon erected; Buoys withdrawn; Existence of shoal.

No. 92 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 178 of 1921), are republished:—

(1) Beacon erected:

Position.—Lat. $5^{\circ} 28' 40''$ S., long. $119^{\circ} 19' 15''$ E.

Description.—A black cone beacon.

(2) Buoys withdrawn:

(a) *Position.*—Lat. $5^{\circ} 28'$ S., long. $119^{\circ} 19'$ E. (*approx.*).

Description.—Black can buoy with truncated cone topmark.

(b) *Position.*—Lat. $5^{\circ} 27'$ S., long. $119^{\circ} 20'$ E. (*approx.*).

Description.—White conical buoy with ball topmark.

(3) Existence of shoal:

Position.—Lat. $5^{\circ} 27' 36''$ S., long. $119^{\circ} 21' 00''$ E.

Depth.— $2\frac{1}{2}$ fathoms (4^m).

Charts affected.—No. 1293, Approaches to Makassar.

„ 2637, South part of the Strait of Makassar (1) and (2).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 382.

Authority.—Hague Notice No. 1738 of 1920. (*H.* 6100-20.)

JAPAN, SHIKOKU, WEST COAST—YAWATAHAMA KO APPROACH.

Sa Shima—Light established.

No. 93 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 183 of 1921), are republished:—

Position.—On the northern side of Sa shima.

Lat. $33^{\circ} 26' 17''$ N., long. $132^{\circ} 21' 37''$ E.

Abridged description.—F., 125 ft. 8 m. (U).

Characteristics:

Character.—Fixed white.

Elevation.—125 feet (38^m).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White wooden tripod, 6 feet (1^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1587, Yawatahama ko and approaches.

„ 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi kaikyo to O shima.

Publications.—List of Lights, Part VI, 1920, No. 1934a.

Japan Pilot, 1914, page 112.

Authority.—Tokyo, Department of Communications, Notice No. 1779 of 1920. (H. 373-21.)

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Aye (i) Reef—Beacon discontinued.

No. 94 (third publication).—

Subject.—The black square beacon on Aye (i) Reef has been destroyed. The beacon will not be re-established.

Position.—On the southern end of Aye (i) Reef.

Lat. 13° 58½' S., long. 143° 50½' E. on Chart No. 2921.

Description.—A black square beacon.

Note.—No further notice will be given.

Charts affected.—No. 2921, Claremont Point to Cape Direction.

„ 2922, Turtle Group to Claremont Point.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 255.

Authority.—Melbourne Notice No. 1 of 1921.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Ellis Islet—Beacon to be discontinued.

No. 95 (third publication).—

Subject.—The black square beacon (No. VII.) on Ellis Islet will be discontinued on or about 30th April 1921.

Position.—On the centre of Ellis Islet.

Lat. 13° 22½' S., long. 143° 41½' E. on Chart No. 3762.

Description.—A black square beacon (No. VII.).

Note.—No further notice will be given.

Charts affected.—No. 3762, Hay Island to Bow Reef.

„ 2921, Claremont Point to Cape Direction.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 265.

Authority.—Melbourne Notice No. 2 of 1921.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, APRIL 13, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 4th April 1921.

JAPAN, INLAND SEA—HIROSHIMA WAN.

Shira Ishi light—Alteration in characteristics.

No. 106 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 269 of 1921), are republished:—

Position.—Lat. $34^{\circ} 11' N.$, long. $132^{\circ} 21' E.$ (approx.).

New abridged description.—Lt. Fl. Red ev. 4 sec., 56 ft., vis. 11 m. (U).

Details.—The alternating group flashing white and red light has been replaced by a light having the undermentioned characteristics:

Character.—Flashing red every four seconds.

Visibility.—11 miles.

Power.—120 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

Charts affected.—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 2347, Honshū, Kiusiu and Shikoku, etc.

Publications.—List of Lights, Part VI, 1921, No. 1953.

Japan Pilot, 1914, page 380.

Authority.—Tokyo, Department of Communications Notice No. 1909 of 1920. (*H.* 648-21.)

JAPAN—HONSHŪ, GULF OF TOKYO.

Yokohama Bay—Wreck to be expunged from charts.

No. 107 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 270 of 1921), are republished:—

Former Notice.—No. 1228 of 1914. (*This Office No. 456 of 1914.*)

Position.—At a distance of about 6½ cables eastward from the north breakwater light.

Lat. 35° 28' N., long. 139° 40' E.

Details.—The wreck in the above position, together with the light (unreliable) which formerly marked it, is to be expunged from the charts.

Charts affected.—No. 3109, Yokohama bay.

„ 3548, Yokohama to Uragā.

„ 2657, Gulf of Tokyo or Yedo.

„ 996, Kii suido to Tokyo.

„ 3334, Tokyo to Sendai bay.

Authority.—Japanese Government Chart. (*H.* 419-21.)

PHILIPPINE ISLANDS, LUZON—MANILA BAY.

Manila and Kavite—Amendment to chart No. 976.

No. 108 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 281 of 1921), are republished:—

Position.—Sangley point, lat. 14° 30' N., long. 120° 55' E. (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 976 shows the necessary corrections to that chart with regard to depths at Manila and Kavite, and also amended limits of the quay at Manila and the positions of towers on Sangley point.

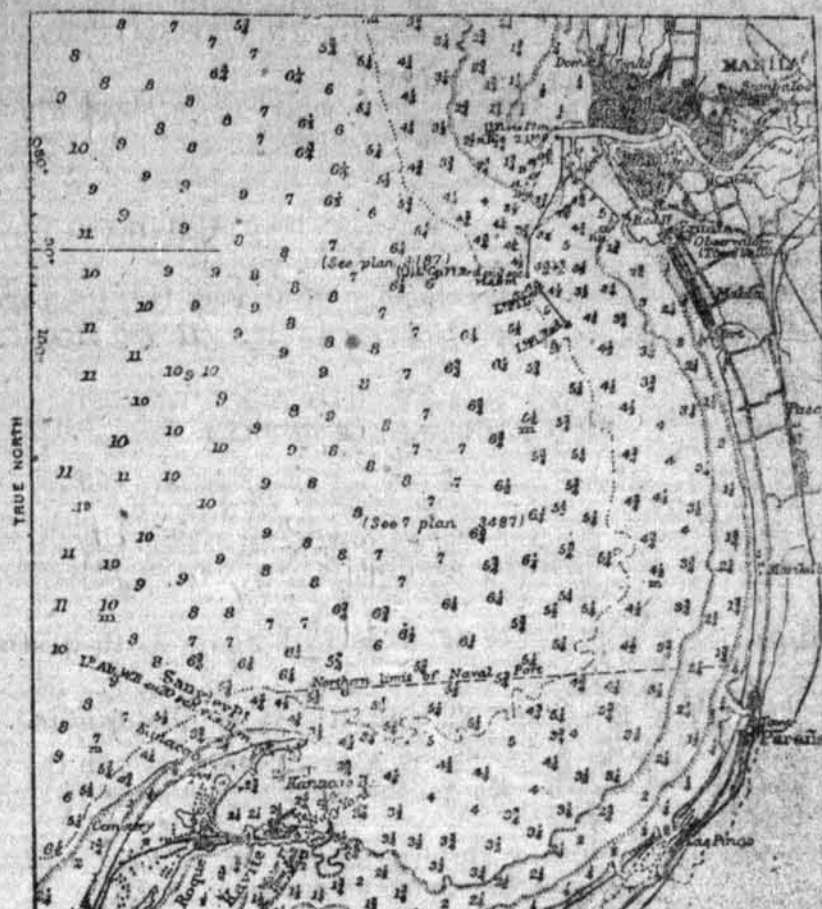
Remarks.—It will be observed that the light-buoy marking the channel to the Pasig river entrance, which has been withdrawn, is omitted from the reproduction.

Note.—A new edition of chart No. 3487, embodying the above corrections, has been issued (dated 7th February 1921).

Chart affected.—No. 976, Manila bay.

Publication.—China Sea Pilot, Vol. IV, 1912, pages 228, 229, 236 ;
Supplement No. 5, 1920.

Authority.—U. S. A. Government Chart (H. 1159-20.)



Reproduction of Portion of Chart No. 976.



NEW ZEALAND, SOUTH ISLAND—D'URVILLE ISLAND.

Greville (Brooke) Harbour entrance—Existence of rock.

No. 109 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 301 of 1921), are republished :—

Position.—At a distance of 2 cables, 058°, from the 4-foot high rock off Ragged point.

Lat. 40° 50' S., long. 173° 49' E. (*approx.*).

Depth.—One foot (0^m3).

Note.—The symbol for a rock with a depth of less than 6 feet is to be inserted on the charts.

Charts affected.—No. 2684, Cook strait anchorages—sheet I.

„ 2616, Cape Foulwind to D'Urville island.

„ 2054, Cook strait and the coast to Cape Egmont.

Publication.—New Zealand Pilot, 1919, page 298.

Authority.—Wellington Notice No. 68 of 1920. (H. 800-21.)

JAVA, SOUTH COAST—ZAND BAY.

Castor Rock—Buoy withdrawn.

No. 119 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 314 of 1921), are republished:—

Position.—Marking the northern edge of the shoal which extends eastward from Castor rock.

Lat. $7^{\circ} 10' S.$, long. $106^{\circ} 25' E.$ (*approx.*).

Details.—The white conical buoy has been withdrawn.

Chart affected.—No. 932, Plan of Zand bay.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 189.

Authority.—Hague Notice No. 178 of 1921. (*H. 780-21.*)

CHINA SEA—GULF OF SIAM.

Koh Ira—Wreck marked by light south-westward of.

No. 111 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 318 of 1921), are republished:—

Position.—At a distance of about half a mile south-westward from Koh ira.

Lat. $12^{\circ} 40' 00'' N.$, long. $100^{\circ} 48' 00'' E.$ (*approx.*).

Description.—Wreck of the SS. *Kaoe Samud*, sunk in the year 1920, with two masts showing about 26 feet (7^m9) above water.

Remarks.—At night a lantern exhibiting a *fixed white* light is attached to one of the masts.

Note.—The note “(*unreliable*)” is to be placed against this light on the chart.

Chart affected.—No. 2720, Koh Ta kut to Cape Liant.

Authority.—Bangkok Notice, dated 3rd January 1921. (*H. 872-21.*)




CHINA, EAST COAST.




Wei Hai Wei Anchorage—Further amendments to charts with regard to berths and moorings.

No. 112 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 319 of 1921), are republished:—

Former Notice.—No. 1837 of 1920. (*This office No. 3 of 1921.*)

Position.—Leu kung tau, lat. $37^{\circ} 30' N.$, long. $122^{\circ} 11' E.$ (*approx.*).

1. Berths   and  southward of Leu kung tau, are situated as given below, and not as shown on the reproduction accompanying the former Notice; the chart is to be corrected accordingly:—

Berth.	Distance and Bearing from Berth B.
	2.25 cables, 093° .
	4.50 cables, 093° .
	6.75 cables, 093° .